

South East Lincolnshire Local Plan 2011-2036

Publication Version

March 2017



South East Lincolnshire
Joint Strategic Planning Committee



Contents

1.	INTRODUCTION	1
2.	CONTEXT	4
3.	PROMOTING SUSTAINABLE COMMUNITIES IN SOUTH EAST LINCOLNSHIRE	13
	POLICY 1: Presumption in favour of Sustainable Development	13
	POLICY 2: Spatial Strategy	14
	POLICY 3: Development Management	19
	POLICY 4: Design of New Development	21
	POLICY 5: Strategic Approach to Flood Risk	24
	POLICY 6: Meeting Physical Infrastructure and Service Needs	25
	POLICY 7: Developer Contributions	27
4.	PROMOTING ECONOMIC PROSPERITY AND EMPLOYMENT OPPORTUNITIES	30
	POLICY 8: Improving South East Lincolnshire's Employment Land Portfolio	30
	POLICY 9: Promoting a Stronger Visitor Economy	36
5.	QUALITY HOUSING FOR ALL	38
	POLICY 10: Meeting Objectively Assessed Housing Needs	38
	POLICY 11: Distribution of New Housing	40
	POLICY 12: Vernatts Sustainable Urban Extension	46
	POLICY 13: Holbeach West Sustainable Urban Extension	48
	POLICY 14: Providing a Mix of Housing	52
	POLICY 15: Affordable Housing	53
	POLICY 16: Rural Exception Sites	56
	POLICY 17: Accommodation for Gypsies, Travellers and Travelling Showpeople	57
	POLICY 18: Houses in Multiple Occupation and the Sub-Division of Dwellings	60
	POLICY 19: Replacement Dwellings in the Countryside	62
	POLICY 20: The Reuse of Buildings in the Countryside for Residential Use	64
6.	VIBRANT TOWN CENTRES AND ACCESSIBLE SHOPS AND SERVICES	66
	POLICY 21: The Retail Hierarchy	66
	POLICY 22: Primary Shopping Frontages	70
	POLICY 23: Additional Retail Provision	72
7.	A DISTINCTIVE, GREENER, CLEANER, HEALTHIER ENVIRONMENT	75
	POLICY 24: The Natural Environment	75
	POLICY 25: The Historic Environment	80
	POLICY 26: Pollution	83
	POLICY 27: Climate Change and Renewable and Low Carbon Energy	85
	POLICY 28: Community, Health and Well-Being	87
8.	EFFICIENT AND EFFECTIVE TRANSPORT	90
	POLICY 29: Delivering a More Sustainable Transport Network	91
	POLICY 30: Delivering the Spalding Transport Strategy	95
	POLICY 31: Vehicle and Cycle Parking	97
9.	MONITORING	100

GLOSSARY	101
APPENDICES	107
APPENDIX 1 South East Lincolnshire Joint Strategic Planning Committee	107
APPENDIX 2 Saved Local Plan Policy Replacement List	108
APPENDIX 3 References	115
APPENDIX 4 Car Parking Standards	118
APPENDIX 5 Local Plan Implementation	119
LIST OF TABLES	
TABLE 1 Strategic Policies	4
TABLE 2 South East Lincolnshire Strategic Priorities	11
TABLE 3 South East Lincolnshire Housing Allocations	42
TABLE 4 Pitch and plot needs for gypsies, travellers and travelling showpeople in the Local Plan area (1 April 2011-31 March 2036)	58
TABLE 5 Sub-regional centres Convenience and Comparison Goods Floorspace Requirements to 2031	73
TABLE 6 Nature Conservation Sites within in the Local Plan area and within 15km of its boundary	75
TABLE 7 Heritage Assets within South East Lincolnshire	80
TABLE 8 Registered Parks and Gardens, Conservation Areas, Scheduled Monuments and Listed Buildings (Grade I and Grade II*) on the Heritage 'at risk' Register (2015)	80
LIST OF FIGURES	
FIGURE 1 Relationship of the South East Lincolnshire Local Plan and other planning documents	1
FIGURE 2 Local Plan Timetable	2
FIGURE 3 South East Lincolnshire Key Diagram	5
FIGURE 4 Housing Trajectory	39

How to comment on the Local Plan: Publication Version and other documents

At this stage, you can only make representations on:

1. whether the Local Plan complies with the legal requirements set out in the Town and Country Planning (Local Planning) (England) Regulations 2012: **so the way the Local Plan has been prepared**; and
2. whether it is 'sound' as set out in the National Planning Policy Framework, 2012: **so the content of the Local Plan**.
3. the associated Sustainability Appraisal and Consultation Statement.

A guidance note is available at www.southeastlincslocalplan.org that explains the types of comments we can consider at this stage. All comments received will be forwarded to the Secretary of State for consideration at the independent examination.

All representations must be made using the comments form provided. A separate sheet **MUST** be provided for each comment you wish to make. The comments form, together with all associated documents relating to the Local Plan can be found at www.southeastlincslocalplan.org

The Local Plan: Publication Version and the Policies Map and its Inset Maps are available to view at all local libraries and at:

Municipal Buildings
West Street
Boston
PE21 8QR

Council Offices
Priory Road
Spalding
PE11 2XE

Completed forms should be sent:

Website: you can complete a comments form on our online consultation portal, at www.southeastlincslocalplan.org/consultation;

By post: Local Plans
South Holland District Council
Priory Road
Spalding
PE11 2XE

By e-mail: southeastlincslocalplan@sholland.gov.uk

THE CLOSING DATE FOR RECEIPT OF REPRESENTATIONS IS 5PM, 22 MAY 2017.

Please note that all comments will be uploaded onto the online consultation portal, and will not be confidential.

Contact Us

If you would like any more information about the Local Plan, please contact us as above or:

Telephone: 01775 764476
01205 314327

Foreword

We are delighted to be introducing the South East Lincolnshire Local Plan: Publication Version, which, once adopted, will be the new Local Plan for the area, helping to shape the growth of Boston Borough and South Holland for future generations.

This Local Plan takes account of the comments that we received during the two consultations in 2016 and is also based on the latest information on housing, employment, flood risk and transport. Inside this Local Plan are a revised suite of planning policies to help deliver growth in South East Lincolnshire to 2036, together with a set of proposed sites for housing, employment and shopping development and other areas identified for protection.

This Local Plan must make sure that our settlements grow in the right way, ensure we have enough homes and employment in the right places, at the right time, supported by the right infrastructure so that our new and existing communities are more sustainable. Importantly for those who live, work or visit the area, the Local Plan continues to safeguard and enhance the things that make South East Lincolnshire distinctive; its wealth of historic buildings, its attractive market towns and villages and large areas of open countryside.

If you live or work in South East Lincolnshire or want to develop or do business here, we strongly recommend you look at the Publication Version of the Local Plan to see how these policies might affect you. We suggest that you have a look at the maps for each settlement which show the proposed sites for new housing, employment, shops and schools, the settlement boundaries and a range of other features that might affect you and the life you want to live in South East Lincolnshire.

This is the final opportunity for you to comment on the emerging plan. Any comments you make will be carefully considered, including by an independent Inspector, before the Local Plan is adopted. Please take the time to read the guidance note we have prepared at www.southeastlincslocalplan.org that explains the types of comments we can consider at this stage.

Councillor Peter Bedford
Chairman
South East Lincolnshire Joint Strategic Planning
Committee

Councillor Roger Gambba-Jones
Vice-Chairman
South East Lincolnshire Joint Strategic Planning
Committee

1. Introduction

1.0.1 This document represents a significant stage in the preparation of the South East Lincolnshire Local Plan (the Local Plan). It has been produced by the South East Lincolnshire Joint Strategic Planning Committee (the Joint Committee). The Joint Committee is a partnership of Boston Borough, South Holland District and Lincolnshire County Councils who are working together to create a single Local Plan for South East Lincolnshire (the name for the areas of South Holland District Council [South Holland] and Boston Borough Council [Boston Borough]. See Appendix 1 for more information.

1.0.2 The Local Plan will guide development and the use of land in South East Lincolnshire from the 1 April 2011 to 31 March 2036, and will help to shape how the area will change over this period. The Local Plan must be based upon adequate, up-to-date and relevant evidence about the area’s characteristics and future prospects, and must reflect the vision and aspirations of the local community. It will need to deal effectively with the issues facing the area, and has many roles, including:

- identifying those areas of land that need to be developed for new homes, shops, or employment uses in order to meet the area’s needs;
- identifying those areas of land which must be protected from development – perhaps because of their historic or environmental importance;
- ensuring that infrastructure and local facilities are provided at the same time as new homes, shops or employment uses; and
- setting out policies against which planning applications can be judged.

1.0.3 Until this Local Plan is adopted, the Development Plan for South East Lincolnshire consists of the saved policies of the Boston Borough Local Plan and the South Holland District Local Plan. Appendix 2 sets out the ‘saved’ Local Plan policies that the new Local Plan policies will supersede.

1.0.4 Once adopted, this Local Plan and other adopted development plan documents will form the statutory Development Plan for the area. The Development Plan informs a range of implementation plans and decisions on planning applications. When this Local Plan is adopted, the development plan will be as show below. Other documents are being prepared in accordance with the Local Development Scheme date or any successor.

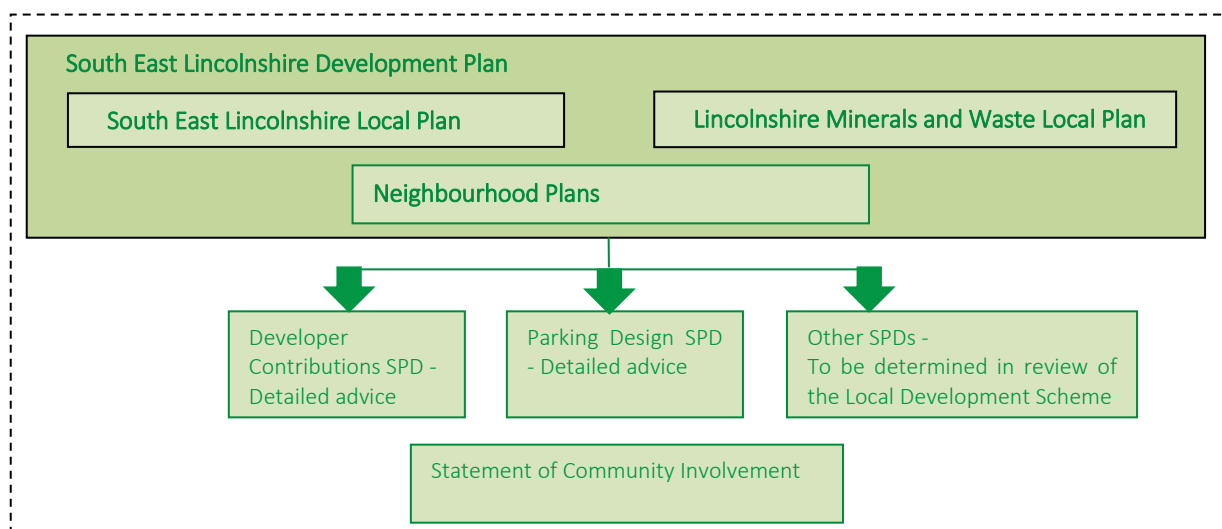


Figure 1: Relationship of the South East Lincolnshire Local Plan and other planning documents

1.2 How far has the preparation of the Local Plan progressed?

- 1.2.1 This document is the Joint Committee's Local Plan: Publication Version. It sets out an overall vision of how South East Lincolnshire and settlements within it should develop, and the strategic objectives that will ensure key spatial issues are addressed. This is followed by planning policies, arranged around six themes, and information about how, when and with whose resources the Local Plan will be delivered. The document also includes information about how progress in delivering the strategy will be managed and monitored, and a separate Policies Map and its 'Inset Maps' that illustrate the locations and sites to which policies refer.
- 1.2.2 This Local Plan deals with all land use and development issues affecting South East Lincolnshire, except for minerals and waste (see Figure 1; these are covered in the Lincolnshire Minerals and Waste Local Plan¹).
- 1.2.3 Publication of this Local Plan follows three earlier consultations (see Figure 2 below). The representations received in earlier consultations, together with updated national planning policy, recently completed evidence and the findings of a Sustainability Appraisal², Habitats Regulation Assessment³, Whole Plan Viability Assessment⁴ and Infrastructure Delivery Plan⁵ have informed the preparation of this document. Appendix 3 lists the studies that have underpinned policy development.



Figure 2: Local Plan Timetable

1.3 Sustainability Appraisal and Habitats Regulations Assessment

- 1.3.1 An integrated Sustainability Appraisal and Strategic Environmental Assessment² has been carried out at key stages in the preparation of this Local Plan. Full details can be found in the accompanying Sustainability Appraisal report². The Appraisal of the Local Plan has been an iterative process and it has played an important role in developing and refining the contents of this Local Plan. Feedback from the appraisal process has helped shape the policies and site allocations included in this document.
- 1.3.2 A Habitats Regulation Assessment³ (HRA) has also been undertaken to ensure that there are no significant adverse effects of the Publication Version of the Local Plan on Natura 2000 sites. The HRA³ has discounted all impacts except for a risk to the Wash SPA and Gibraltar Point SPA (which form part of the overarching Wash and North Norfolk Coast European Marine Site) from recreational disturbance from new residential development. As a consequence, the HRA³ has made a number of recommendations for project-level assessment and mitigation provision, which has been incorporated into relevant policies in this Local Plan.
- 1.3.3 For major residential developments within 10km of The Wash and North Norfolk Coast European Marine Site, a project-level Habitats Regulations Assessments will be required. All major housing proposals, including the sustainable urban extensions at Boston (site Sou006), Spalding (sites Pin024/Pin045) and Holbeach West (site Hob048) should be designed and delivered with suitable avoidance and mitigation measures, as indicated by the project-level Habitats Regulations Assessment, including Suitable Alternative Natural Greenspace (SANGs).
- 1.3.4 The potential for cumulative effects will be monitored through the Annual Monitoring Report.

2.0 Context

- 2.0.1 The policies and proposals in this document have been prepared having regard to the National Planning Policy Framework (NPPF)⁹, supplemented by the National Planning Practice Guidance (NPPG)¹⁰, the Government's East Inshore and East Offshore Marine Plan¹¹ and individual policies on specific topics, such as traveller sites, sustainable drainage, and starter homes. The Local Plan must be consistent with these Government policies but, by and large, it does not repeat them - instead, it seeks to build on them and provide a South East Lincolnshire interpretation of them. At a more local level, the Local Plan also has to be consistent with Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies document¹ as well as the emerging Site Locations document¹².

2.1 Duty to Cooperate

- 2.1.1 The 2011 Localism Act introduced the 'duty to co-operate', which requires local planning authorities to consider joint approaches to plan-making, and to engage in partnership working on strategic issues that go beyond their area. To achieve this, the Joint Committee must work with neighbouring local planning authorities and other bodies relevant to South East Lincolnshire. These are the Environment Agency, Historic England, Natural England, the Civil Aviation Authority, the Homes and Communities Agency, local clinical commissioning groups, the National Health Service Commissioning Board, the Office of Rail Regulation, the local highway authority, and the Marine Management Organisation.
- 2.1.2 In addition to the above, the Joint Committee has had regard to the Greater Lincolnshire Local Enterprise Partnership, the Greater Cambridgeshire and Peterborough Local Enterprise Partnership and the Lincolnshire Local Nature Partnership in preparing this plan. A full statement of the actions¹³ taken by the Committee under duty to co-operate accompanies this Local Plan.

2.2 Neighbourhood Planning

- 2.2.1 The Localism Act 2011 gives local communities the power to help decide where development should go and the type and design of that development, by preparing neighbourhood plans for their areas. The Act places a duty on the Local Authorities to support such work.
- 2.2.2 Once adopted, neighbourhood plans become part of the statutory development plan for the area. Planning applications should be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 2.2.3 Town and parish councils and 'neighbourhood forums' in South East Lincolnshire may set out their own planning policies and site allocations in neighbourhood plans. However, their neighbourhood plans will need to be in general conformity with the strategic policies of this Local Plan. These are:

Strategic Policy
1: Presumption in favour of Sustainable Development
2: Spatial Strategy
5: Strategic Approach to Flood Risk
6: Meeting Physical Infrastructure and Service Needs
7: Developer Contributions
8: Improving South East Lincolnshire's Employment Land Portfolio

10: Meeting Objectively Assessed Housing Needs
11: Distribution of New Housing
21: Retail Hierarchy
24: The Natural Environment
25: The Historic Environment
27: Climate Change and Renewable and Low Carbon Energy
28: Community, Health and Well-being
29: Delivering a more Sustainable Transport Network

Table 1: Strategic Policies

2.3 Spatial Portrait

2.3.1 South East Lincolnshire covers approximately 1,100 square kilometres and lies to the west and south-west of the Wash estuary. Comprising Boston Borough and South Holland District, the area is in the south-eastern corner of the East Midlands Region, bordering directly onto the counties of Cambridgeshire and Norfolk.



Figure 3: South East Lincolnshire Key Diagram

- 2.3.2 The Local Plan area is sparsely populated with approximately 158,100 residents¹⁴. However, South East Lincolnshire has seen one of the largest increases in population since the 2001 Census. The population of Boston Borough has increased by 19.3% (to 66,500) since 2001, and in the same period South Holland has seen an increase of 18.1% (to 90,400)¹⁵. As the population growth for Lincolnshire has been 13.1%¹⁵, the growth for the Local Plan area is significant, particularly given its relatively marginalised location away from the conurbations of the East Midlands. Furthermore, the Local Plan area attracts some 14,000 seasonal workers in agriculture and horticulture annually.
- 2.3.3 In South East Lincolnshire there are some 70 recognised settlements. The two largest centres of population are Boston and Spalding with approximately 33,000 and 29,000 residents respectively¹⁴. In South Holland, the towns of Holbeach, Crowland, Donington, Long Sutton and Sutton Bridge are freestanding centres. Holbeach, with a population of over 8,000, is the largest¹⁴. In Boston Borough the outlying settlements are smaller with Kirton, Swineshead, Butterwick, Old Leake, Wrangle and Sutterton being the largest. However, each provides services and local employment opportunities for residents, including from the surrounding rural areas.
- 2.3.4 South East Lincolnshire has a total of 73,800 economically active residents¹⁶. 73.3% of residents aged 16-64 are in employment, which is just below the regional and national averages¹⁶. Unemployment rates in the area remain relatively low and have been steadily decreasing between 2012 and 2016. However, average earnings in South East Lincolnshire are considerably lower than those elsewhere in the region or UK, although average earnings for employees working in South Holland are higher than for those in Boston Borough.
- 2.3.5 Agriculture is a key employment sector in South East Lincolnshire and the majority of businesses in the area are classed as 'rural', which reflects the dominance of agriculture in Boston Borough and South Holland. Furthermore, the region's horticultural business is the second-most important in the UK with an estimated annual value of £470 million (2010). Food processing is also important to the area's economy with an above average number of people employed in the manufacturing sector¹⁶. The Port of Boston is one of Boston Borough's major employers and continues to do well, benefiting from ample available space and storage areas.
- 2.3.6 In terms of occupation, South East Lincolnshire has a high proportion of people employed in operative and elementary occupations and a low number with managerial, professional and associate professional jobs when compared to the wider East Midlands and Great Britain¹⁷. The area is therefore yet to fulfil its potential in generating high value-added 'knowledge economy' jobs. However, South East Lincolnshire's workforce is also comparatively poorly qualified when considering the average for the East Midlands and Great Britain¹⁷. This is particularly apparent in Boston Borough where up-skilling local residents remain a priority for those within the education and business community.
- 2.3.7 In South East Lincolnshire, the take-up of employment land is slow, although recent development within the Kirton Distribution Park and at Wardentree Lane, Spalding is a positive sign. The recently approved scheme for the expansion of the University of Lincoln Campus at the Holbeach Food Enterprise Zone is an important step in trying to help attract more value-added knowledge economy jobs to the area in the long term. The number of

businesses starting-up in the area has increased year on year since 2011 by 20% overall, many are small-scale but play an important role in supporting the local economy¹⁸.

- 2.3.8 In general, South East Lincolnshire is well provided with shopping facilities¹⁹. The quantity and quality, in terms of accessibility and the range of retailers and retail formats, is broadly appropriate to meet the needs of local people. It has a healthy market share of convenience goods expenditure but some comparison goods expenditure leaks to the south and east¹⁹.
- 2.3.9 Boston town centre is the defined retail centre for Boston Borough whilst Spalding town centre performs a similar role in South Holland. Holbeach, Long Sutton, Crowland, Donington Kirton and Sutton Bridge provide residents with a range of shops and services to meet everyday needs. In 2015, vacancy rates for retail units in the area's town centres remain relatively high. Despite this, footfall through Boston town centre has been increasing in recent years, and both Boston and Spalding are popular on market days.
- 2.3.10 The Index of Multiple Deprivation 2015 ranked Boston Borough and South Holland District the 66th and 134th most deprived out of the 326 English Local Authorities²⁰. The most deprived areas are concentrated in the centre and north-western (Fenside) area of Boston town and in Sutton Bridge, South Holland²⁰. There are a variety of problems affecting both areas, including: low income; poor health; involuntary exclusion from employment; and poor educational attainment and skills. More generally, many residents face barriers to housing because of unaffordability, which can lead to poor living environments for some. Many residents living within the rural area are also reliant on the car to provide access to shops and services, particularly with public transport being more limited in these areas.
- 2.3.11 South East Lincolnshire has approximately 67,000 dwellings (28,340 in Boston Borough and 38,660 in South Holland) occupied by around 64,600 households¹⁵. The type of housing in the area reflects its rural nature, with a higher proportion of properties being detached than the national average¹⁵. The majority of South East Lincolnshire's housing stock is owner occupied with private rented accommodation as the second most popular form of tenure¹⁵. The number of social rented properties in Boston Borough is above the national average, but in South Holland the figure is below¹⁵.
- 2.3.12 House prices in the area remain well below those in Lincolnshire as well as the rest of England. This is despite the fact that average house prices in Boston Borough and South Holland increased by 159% and 154% respectively between 2000 and 2010²¹. The shortage of affordable housing is a significant issue for the area. South East Lincolnshire lies within two housing market areas; there is a requirement for 100 affordable dwellings per annum in Boston Borough²² and 280 in South Holland^{23,24} to 2036. However, the delivery of affordable homes in recent years has been much lower than this requirement; just 22 and 91 affordable dwellings were completed in Boston Borough and South Holland in 2015/16.
- 2.3.13 South East Lincolnshire is located at the south-eastern limit of coastal Lincolnshire which is recognised as being poorly connected - especially by the highway network - to the rest of the region. Just three Principal 'A' Roads connect the area and these are heavily used by a considerable volume of HGVs and farm vehicles, and other slow moving vehicles such as caravans accessing the Lincolnshire and Norfolk coasts in the summer.
- 2.3.14 Passenger transport to places outside the area is mainly by bus or rail. However, rail provision in South East Lincolnshire is relatively limited in both coverage and service

level, and passenger usage of Boston and Spalding's rail stations has declined in recent years²⁵. Currently, rail services to Nottingham, Lincoln, Peterborough and beyond operate at hourly intervals or longer. Bus patronage in Lincolnshire as a whole has also decreased over the last few years. In South East Lincolnshire, the primary inter-urban bus network provides separate links to Boston from Lincoln and Skegness, and to Spalding from King's Lynn (via Holbeach) and Peterborough (via Crowland)²⁶. This network is supported by an on-demand bus service (CallConnect) that operates in response to pre-booked requests without a fixed timetable. Other commercial bus services link the towns of Boston and Spalding directly and provide links to the rural-hinterland settlements of the two towns. Three 'Into Town' routes in Boston provide regular services linking residential neighbourhoods to the town centre on a 30-minute cycle throughout the day. In Spalding, two 'Into Town' routes provide a similar service.

- 2.3.15 Car ownership in South East Lincolnshire is above the county and national average, reflecting the rural nature of the area, limited rail provision and lack of access to services in some areas¹⁵. It is therefore unsurprising that the car or van is the primary form of transport for residents travelling to work¹⁵. In South Holland, 45% of people travel to work by car, which is significantly higher than the national (35%) and Lincolnshire (40%) averages¹⁵. Boston Borough has a rate that is marginally below the county average but marginally above the national¹⁵. Bicycle use in Boston Borough is relatively high, as levels are nearly double that of Lincolnshire and four times the national rate. In South Holland, bicycle use is comparable to the rest of Lincolnshire¹⁵.
- 2.3.16 Although the landscape of South East Lincolnshire has a very flat and rural character, it is shaped and dominated by agricultural and horticultural activity. This means that extensive views and large open skies are common vistas, where vertical structures like churches (such as the 'Boston Stump'), pylons and wind turbines draw the eye, defining man's historical and modern day influence on the area. Field hedgerows and wooded areas are limited to lining roads or around settlements. The open and flat landscape of the area also means that it is sensitive to development.
- 2.3.17 A huge part of the area has been reclaimed through a vast network of drainage systems and coastal defences that have created some of the richest and most extensive agricultural and horticultural resources in the country. The flat character of the land and its proximity to the Wash estuary means that the main watercourses - such as the River Witham, River Welland, River Nene and connected drainage channels - have tidal influences which require everyday management through the operation of pumping stations and sluices. Climate change, along with the associated predicted effects on sea-level rise, brings the threat of extensive flooding that could affect whole settlements. This is predicted to be common in 100 years' time as a consequence of extreme high tides and storm-surges causing major breaches in coastal and/or tidal defences. Even a minor flood event has the potential to inundate valuable farmland with saline water and negate productivity for many years.
- 2.3.18 South East Lincolnshire's nationally and locally designated wildlife sites provide different levels of protection for a growing range of protected and priority habitats and species. The Wash is a natural habitat of international importance and has Ramsar, Special Protection Area (SPA), and Special Area of Conservation (SAC) designation as well as also being protected as a Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR). Besides the Wash, the area is home to: 2 SSSI's, 3 Local Nature Reserves, 81 Local Wildlife Sites and 2 RSPB reserves.

- 2.3.19 The area's interlinked waterways are part of the rich ecological network supporting the biodiversity of the area. Historically, these watercourses were the main transport corridors for trade with inland Lincolnshire and beyond. Today, this role is more limited but they are a resource with a largely unrealised potential for recreation and tourism. The Fens Waterways Project that is underway seeks to link Lincoln and Ely with an inland waterway and should have tourism benefits for the area, as well as helping to connect habitats.
- 2.3.20 There are 2 Air Quality Management Area's (AQMA) within Boston to monitor levels of nitrogen dioxide²⁷. When assessed in 2016, it was concluded that consideration can be given to the revocation of the Bargate Bridge AQMA, although it was recommended that this be postponed until the impact of a new distributor road and proposed residential development in the area can be properly assessed²⁷. There is still an air quality issue in the Haven Bridge AQMA²⁷.
- 2.3.21 South East Lincolnshire has a long and varied history. Some of its archaeological remains date back to Roman times when salt manufacture was an important industry, particularly in the south of the area. Agriculture also has ancient roots and managing tidal inundation to protect farmland is evident in banks and ditches dating from Anglo-Saxon times. Boston has been a major centre as a port and commercial area since the Middle Ages and later played a significant role in the Pilgrim Fathers' journey to the new world and the founding of the USA. Today, the area has 24 Conservation Areas (13 of which are in South Holland), over 1000 listed buildings, 43 Scheduled Ancient Monuments (SAMs) and 2 Registered Parks and Gardens. These assets are highly valued for the important contribution they make to local distinctiveness and identity. The town of Boston has three conservation areas and its built heritage is regarded as being of national significance by Historic England. Both Boston town and Spalding retain a strong commercial function within their historic cores that attracts visitors generated by the tourist economies of Lincolnshire and Norfolk, adjoining to the east. There are many pressures on the historic environment and the percentage of Conservation Areas, SAMs and Grade I and II* listed buildings deemed to be 'at risk' in South East Lincolnshire is above the national average²⁸.
- 2.3.22 For a sparsely-populated, predominantly rural area, South East Lincolnshire, surprisingly, is of great importance in the national context; its contribution to food production and food security is significant, while its ability to conserve scarce resources and develop sustainable energy solutions will contribute to meeting the challenge of climate change.

2.4 Our Vision for South East Lincolnshire

- 2.4.1 The level of growth expected to occur in South East Lincolnshire over the Local Plan period needs to be delivered in a sustainable manner. A vision has therefore been prepared to guide the sustainable development of the area. The following vision is locally distinctive and aspirational, but is also realistic and deliverable.

Our Vision

By 2036 growth will be concentrated in South East Lincolnshire's most sustainable settlements, taking into account the sensitivity of the predominantly rural, flat, open landscape and the risk of flooding. The majority of development will be focussed in Boston and Spalding, but there will also be an appropriate level of growth in some of the area's smaller towns and villages to ensure that they remain resilient and sustainable.

The delivery of new sustainably-designed homes (both market and affordable), as well as additional employment opportunities, will meet the needs of all the population. This will be supported by the necessary facilities, services and infrastructure that create healthy, mixed and balanced communities. Through growth, health inequalities and community deprivation will have been reduced.

The delivery of all new and/or improved infrastructure to support growth, including strategic highway improvements and measures to reduce the causes and impacts of flooding, will be phased to ensure that new development is both sustainable and deliverable.

South East Lincolnshire will be better connected by sustainable modes of transport, which will help ensure access to key services and facilities and places of employment is more accessible to all, as well as helping to reduce carbon emissions.

New development will be of a high standard of design and will help South East Lincolnshire mitigate and adapt to climate change. The use of renewable energy technologies and sustainable drainage systems will also help minimise carbon emissions and flood risk respectively.

South East Lincolnshire's important heritage and natural assets, landscapes and townscapes will have been protected, conserved, and enhanced where appropriate, to ensure that their inherent social, economic and environmental qualities are retained and that opportunities for sustainable tourism can be realised.

The economic base of the area will have been strengthened: the growth of existing businesses in food production, processing and distribution will be supported; our high-quality agricultural land will be protected; and opportunities to diversify the economic base within the settlements, and through appropriate development in the countryside, will have been promoted in a sustainable way. This, alongside improved educational attainment, will help to provide residents with access to higher skilled, better paid jobs close to where they live.

2.5 Strategic Priorities

2.5.1 The following strategic priorities for South East Lincolnshire are the main principles that will be followed to deliver the Local Plan's vision. The vision and strategic priorities are the starting point for developing the detailed policies and site-specific proposals outlined in this document. Once adopted, they will also be used to help monitor the success of policy implementation.

Strategic Priority	Content
Sustainable Development	
1.	To deliver sustainable development in South East Lincolnshire that seeks to meet the social and economic needs of the area, whilst protecting and enhancing its environment for the enjoyment of future generations.
2.	To ensure that the scale, distribution and type of new development is sustainably located to take account of flood risk across South East Lincolnshire.
3.	To ensure that development contributes to the provision of necessary physical, social and green infrastructure to deliver planned levels of growth at the right time and to mitigate its impacts on existing communities and the environment.
Economy	
4.	To provide the right conditions and sufficient land in appropriate locations to help diversify and strengthen the economic base of South East Lincolnshire to meet the needs of existing businesses, to attract new businesses and sources of employment, and to maximise the potential historic and environmental assets can have for sustainable tourism.
5.	To protect a mutually-supportive hierarchy of vibrant self-contained town centres and secure their enhancement by promoting an appropriate mix and scale of retail, leisure and other town centre uses and by maximising opportunities for regeneration.
Housing	
6.	To provide enough choice of land for housing to ensure that the housing stock better meets local housing needs and aspirations, including for older people, first time buyers and those in need of affordable and starter housing.
Environment	
7.	To conserve and enhance South East Lincolnshire's natural and historic environment and to promote greater access and understanding of assets through new development.
8.	To minimise the impact of and adapt to climate change by making more sustainable use of land and resources, reducing exposure to flood risk, promoting sustainable development and reducing human exposure to environmental risks.
9.	To promote the more efficient use of land, prioritise the re-use of previously-developed land and to minimise the loss of South East Lincolnshire's high-quality agricultural land by developing in sustainable locations, at appropriate densities.
10.	To provide equal opportunities for everyone who lives, visits, works and invests in South East Lincolnshire by helping to create more sustainable

	communities, reduce locational disadvantage and upgrade a range of community facilities recognising that these all contribute to the fulfilment, health and well-being of residents and visitors alike.
Transport	
11.	To improve accessibility for all to jobs, services and facilities by sustainable and public transport, to make travel as easy and affordable as possible, both within the area and along key links to and from South East Lincolnshire.
12.	To improve South East Lincolnshire's highway infrastructure, to tackle congestion, improve road safety and make journeys as easy as possible particularly for those living in rural areas and to enhance efficiencies for business.

Table 2: South East Lincolnshire Strategic Priorities

3. Promoting Sustainable Communities in South East Lincolnshire

- 3.0.1 The following suite of policies set out the approach to delivering sustainable development across South East Lincolnshire to 2036. In doing so, these policies set out where new growth is expected to go, the infrastructure required in support and how such development will be delivered over the Local Plan period, ensuring that positive improvements are sought in the quality of the built, natural and historic environment, as well as to resident's quality of life.

3.1 Presumption in favour of Sustainable Development

- 3.1.1 The National Planning Policy Framework⁹ introduced, at the heart of national policy, a presumption in favour of sustainable development. This should be seen as a 'Golden Thread' running through both plan-making and decision-making. Policy 1 seeks to ensure this presumption at a South East Lincolnshire level.

Policy 1: Presumption in favour of Sustainable Development

A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework⁹. Where appropriate, each Local Planning Authority will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Local Plan area.

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Planning applications that accord with the policies in the development plan (including, where relevant, policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Proposed development that conflicts with the development plan will be refused, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then permission will be granted unless material considerations indicate otherwise – for decision making this means whether:

1. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework⁹ taken as a whole; or
2. specific policies in that National Planning Policy Framework⁹ indicate that development should be restricted.

Reasoned Justification

- 3.1.2 The presumption in favour of sustainable development is at the heart of the national approach to planning, and through the Planning Inspectorate, the Government is requesting that each Local Planning Authority includes a policy covering this matter in its Local Plan. Policy 1 will therefore help to make sure that decisions are taken in line with the presumption in favour of sustainable development.

Monitoring

Applications developed within defined timescales

% appeals dismissed

3.2 Spatial Strategy

- 3.2.1 South East Lincolnshire's settlements have evolved over time and can be expected to evolve, in a sustainable manner, to help meet the development needs of the area. The spatial strategy identified by Policy 2 is a ranking of those settlements deemed to be most sustainable in descending order.
- 3.2.2 The spatial strategy has been defined following consideration of a number of factors (see the Strategic Housing Land Availability Assessment²⁹ and the Housing Papers³⁰), including the presence of available and deliverable sites, infrastructure capacity and needs, proximity to local shops, services and community facilities, access to public transport and in particular, flood risk. Large parts of South East Lincolnshire, and particularly Boston Borough, are at high risk of flooding. A sequential approach to flood risk for the Local Plan area has been applied to inform the process³¹.
- 3.2.3 The ability of residents to access employment opportunities close to home, and the ability of a location to sustain local businesses is an important factor to ensure that housing and employment growth are closely linked.
- 3.2.4 Defining settlement boundaries provides a degree of certainty to the community and to developers about where the most sustainable locations for new development will be promoted, and specifically, where the provisions of Policy 2, below, will apply. This policy should be considered in conjunction with the Policies Map: an Inset Map is provided for each settlement identified below.

Policy 2: Spatial Strategy

A. Areas where development is to be directed

1. Sub-Regional Centres

Boston (including parts of Fishtoft and Wyberton Parishes)
Spalding

Within the settlement boundaries of Boston and Spalding development will be permitted that supports their roles as Sub-Regional Centres.

2. Main Service Centres

Crowland	Pinchbeck
Donington	Sutterton
Holbeach	Sutton Bridge
Kirton incl. parts of Frampton Parish	Swineshead
Long Sutton	

Within the settlement boundaries of the Main Service Centres development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities.

B. Areas of limited development opportunity**1. Minor Service Centres**

Bicker	Gedney Hill	Surfleet
Butterwick	Gosberton	Sutton St. James
Cowbit	Moulton	Tydd St Mary
Deeping St Nicholas	Moulton Chapel	Weston
Fishtoft	Old Leake	Whaplode
Fleet Hargate	Quadring	Wigtoft
		Wrangle

Within the settlement boundaries of the Minor Service Centres development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities.

C. Areas of development restraint**1. Other Service Centres and Settlements**

Algarkirk	Holbeach Drove	Northgate, West Pinchbeck
Amber Hill	Holbeach Hurn	Saracens Head
Benington	Holbeach St Johns	Shepeau Stow
Fleet Church End	Holbeach St Marks	Sutton St Edmund
Fosdyke	Holland Fen	Swineshead Bridge
Frampton Church End	Hubbert's Bridge	Throckenholt
Frampton West	Kirton End	Tongue End
Freiston	Kirton Holme	Tydd Gote
Gedney Black Lion End	Langrick Bridge	Weston Hills
Gedney Church End	Leake Commonsides	Whaplode Drove
Gedney Dawsmere	Leverton	Whaplode St Catherine
Gedney Drove End	Little Sutton	Wrangle Common
Gedney Dyke	Lutton & Lutton Gowts	Wyberton Church End
Gosberton Risegate /Clough	Moulton Seas End	
Haltoft End	Nene Terrace	

Within the settlement boundaries of the Other Service Centres and Settlements development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities.

D. Countryside

The rest of the Local Plan area outside the defined settlement boundaries of the Sub-Regional Centres, Main Service Centres, Minor Service Centre and Other Service Centres and Settlements is designated as Countryside.

In the Countryside development will be permitted that is necessary to such a location and/or where it can be demonstrated that it meets the sustainable development needs of the area in terms of economic, community or environmental benefits.

Reasoned Justification

Sub-Regional Centres

- 3.2.5 The Sub-Regional Centres of Boston and Spalding are clearly the largest urban areas and centres for services for the Local Plan area and beyond. They need to continue to accommodate the level of services and economic opportunities for the benefit of communities over a widespread area. Both towns also have significant infrastructure needs in respect of major improvements to highways and the levels of growth identified under Policies 10-14 reflect the need to fund this highway infrastructure.
- 3.2.6 Boston is the second largest town in Lincolnshire with a historic core containing buildings and a street pattern that is of national significance (see Policy 25). It has a vibrant retail centre: national retailers are located within the historic core and the retail centre of Pescod Square, while a twice weekly market attracts traders and customers from a wide area. Access to a full range of education opportunities is available including further education at Boston College. Pilgrim Hospital is a regionally-significant resource as regards health provision. As a port Boston has a long-established history of trade which has evolved into other employment opportunities (see Policy 8). More modern business areas have developed within the western section of the urban area.
- 3.2.7 The Boston urban area also offers the vast majority of housing stock and choice within the Borough and this also presents one of the most significant challenges the Local Plan has had to address: - that is, meeting housing needs in an area where flood risk is a significant threat. Whilst the Local Plan takes a precautionary approach to flood risk it is recognised that the Boston urban area will continue to be an area of choice for most residents, and therefore flood mitigation is a major consideration and cost in the delivery of new development. The Boston Barrier is expected to be of huge significance to the viability of new development in Boston, the role of the town as a Sub-Regional Centre and to reducing flood risk overall.
- 3.2.8 Spalding is also a historic settlement but its historic core is of a smaller scale to Boston. Spalding has also seen major growth take place onwards from the latter part of the twentieth century with more modern housing, retail and business environments extending the footprint of the urban area, mainly to the north and west. The development of the A16 through to Peterborough as well as rail connections has brought Spalding within the scope of the south-east of the country and employment opportunities well beyond South Holland. This has partly fuelled the greater rates of residential development in Spalding (and South Holland) in recent times, when compared to Boston Borough - and created housing affordability issues. Spalding also serves the wider area as regards further education opportunities and health care.

Main Service Centres

- 3.2.9 The Main Service Centres in general consist of those settlements seen to perform significant service roles for quite wide areas of Boston Borough or South Holland. South Holland's larger area and rural hinterland means that more Main Service Centres have established over time. The Local Plan area has provided the opportunity to identify a larger group of Main Service Centres between Boston and Spalding; Kirton (in Boston Borough) is of a similar scale and function to most of the Main Service Centres in South Holland, but Swineshead and Sutterton have also been identified as it is considered that they could evolve and perform more of a supporting role to surrounding communities. Their inclusion, along with the more established Kirton and Donington, should encourage service infrastructure growth and therefore make these areas more self-contained. Both have comparatively good sustainability assessments³²

and also have past development rates which are comparable to the other Main Service Centres.

- 3.2.10 The inclusion of Pinchbeck as a Main Service Centre can also contribute to maintaining and improving service infrastructure outside Spalding. But the main justification for its inclusion as a Main Service Centre is that there are significant levels of development within the parish, the boundary of which adjoins the urban edge of Spalding. Whilst the settlement boundary for Pinchbeck will define the settlement it is clearly a location of significant existing service provision.
- 3.2.11 Holbeach is of a very different scale to the other Main Service Centres and has a historic core and a range of services of a much greater concentration and magnitude, including further-education opportunities. Coastal flood risk is also a significant issue for the settlement especially given its need to meet the demand for housing. The proximity of the town to the A17 also means that future traffic impacts are a significant consideration (see Policy 29) in bringing forward new residential development, as well as significant new employment land (Site HO002).

Minor Service Centres

- 3.2.12 The settlements defined as Minor Service Centres are more numerous and diverse. All have relatively comparable levels of sustainability³² but some are identified because of their close proximity to larger service centres. There is also recognition that a number of these settlements are located within the area between Boston and Spalding along with the Main Service Centres. This strengthens the case for them to meet the housing needs of the Local Plan area through allocated sites and also helps to build an extended range of shared services such as schools and health provision.

Other Service Centres and Settlements

- 3.2.13 A large group of varied settlements are included in the Other Service Centres and Settlements category. Many, particularly in South Holland, have established over a long time as groups of settlements serving relatively remote rural areas. In general, many of the settlements have had greater levels of self-sustainability in the past and it is recognised that incremental development is unlikely to trigger a revival. However, such settlements can still provide a community focus and will remain a location of choice for many local residents.
- 3.2.14 The settlement boundaries³³ of the Other Service Centres and Settlements allow limited opportunities for residential development largely because the character, appearance and form of the settlements are mainly small in scale and close to the surrounding designated Countryside. Typically, only small open frontages separate the main body of such settlements from properties detached from their designated settlement boundaries. A significant number of these settlements are linear in form; it is seen as a particularly important function of the settlement boundary to stop further incremental linear extensions³³. The scale of development opportunities that might arise were a less restrictive approach to be taken would threaten the spatial strategy of the Local Plan to provide for housing in the settlements of greater need and which offer sustainable bases for development of a larger scale.

Countryside

- 3.2.15 The Countryside of South East Lincolnshire is a precious resource, mainly in its role for agriculture but also for recreation. There are types of development that require a

Countryside location either because it is the location of an existing building or use of land. Where changes to such buildings or land uses require planning permission Policy 2 and other more detailed Local Plan policies will apply. Agriculture and forestry are clearly uses which must function in the Countryside but other uses which may diversify from agriculture and forestry, e.g. recreation and tourism, can meet the broad sustainable objectives of the Local Plan. Similarly, other assets such as waterways and access to the coastal areas may offer opportunities to expand the opportunities the area can offer visitors (See Policy 9).

- 3.2.16 Some land uses may also require a Countryside location because of their functionality, such as the plant and equipment of public utility providers or in the provision of flood mitigation infrastructure.
- 3.2.17 Housing needs may also, by exception, be justified in the Countryside; for example, for Gypsy, Traveller and Travelling Showpeople accommodation (Policy 17) or to meet the specific housing needs of a settlement (see Chapter 5).

Monitoring

The amount of services lost and/or gained within each settlement boundary

No of planning permissions approved for non-countryside uses outside settlement boundaries

3.3 Development Management

- 3.3.1 Policy 3 provides a framework for an operational policy to be used in assessing the sustainable development attributes of all development proposals. In essence, it is a compendium of the sustainable development considerations contained in other policies in the Local Plan and is provided as an overarching 'summary' policy to help decision makers, and applicants alike, focus on the type of factors that will be assessed in considering development proposals. All types of planning applications requiring a decision will be subject to the considerations of this policy.
- 3.3.2 The policy is intended to be relevant to any type of proposal whether large or small. New development should be appropriate to the site, achieve a high quality of design and efficient use of land and buildings, and should respond creatively to the character and distinctiveness of the surrounding area. All new development, including residential and commercial proposals, should also reflect the area's distinctive development form and patterns of building, spaces, and means of enclosure, townscape and landscape, and incorporate in the design those features which are important to the history and form of the area.

Policy 3: Development Management

Proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met, specifically in relation to:

1. size, scale, layout, density and impact on the amenity, trees, character and appearance of the area and the relationship to existing development and land uses;
2. quality of design and orientation;
3. maximising the use of sustainable materials and resources;
4. access and vehicle generation levels;
5. the capacity of existing community services and infrastructure;
6. impact upon neighbouring land uses by reason of noise, odour, disturbance or visual intrusion;
7. sustainable drainage and flood risk; and
8. impact or enhancement for areas of natural habitats and historical buildings and heritage assets.

Reasoned Justification

- 3.3.3 Many occupiers of existing buildings may wish to create extra space by adding an extension. This is often as an alternative to moving to a larger property. It is, however, important that any extension is carefully designed to respect and relate to the original building and integrates sensitively with the character and appearance of the surrounding area.
- 3.3.4 New development should reflect the principles of good design set out in the NPPF⁹. The orientation, layout, siting and landscaping of new buildings should maximise energy efficiency, utilising natural shelter and opportunities for passive solar gain. Issues of design and orientation will also be considered against Policy 4: Design of New Development.
- 3.3.5 Criterion 3 seeks to ensure that development would not be wasteful in its use of energy or in its depletion of natural resources (e.g. groundwater supplies). Policy 4 provides more detailed guidance with regard to waste minimisation, utilising renewable energy, reducing water

consumption and the sustainable use of existing materials on site (e.g. reuse of excavated materials for landscaping or raising ground levels).

- 3.3.6 One of the principle strategies of planning for growth that promotes and ensures the well-being of the environment is to provide for development in or adjacent to existing settlements or development areas. Such areas, particularly the urban areas, usually have the necessary services and infrastructure to support additional development. The Local Planning Authorities will encourage higher-density development in these locations to maximise accessibility. Keeping development areas relatively compact can also reduce the number and length of motorised journeys, especially by car, to and from everyday destinations. This contributes to the well-being of the environment by cutting down on the use of non-renewable resources (such as petrol) and, in turn, reduces the emission of harmful gases into the atmosphere. Developments should also maximise accessibility to local services and facilities by providing for enhanced public transport services and improved integration between different modes of travel, as well as opportunities for easier pedestrian and cyclist movement.
- 3.3.7 It is necessary to ensure that development does not have an adverse impact upon physical or social infrastructure such as, local roads, schools or health care. Where this is expected to happen, new or improved facilities should be provided. In some cases infrastructure providers will make the provision, but where the need results directly from a proposed development, developers will be expected to ensure that development makes a fair contribution towards its cost. In suitable cases, provision will be required on-site, but where this is not practicable, reasonable and equitable, developer contributions may be accepted in lieu of provision (see Policies 5 and 6 for more detail). Development proposals which fail to make appropriate provision for infrastructure will not be permitted. Prospective developers should therefore consult with the Local Planning Authorities at an early stage to ascertain infrastructure requirements. These can then be reflected in the purchase price of land or property, prior to committing to purchase land.
- 3.3.8 In determining applications, the Local Planning Authorities must ensure that new development takes into account and protect the amenities and operations of neighbouring properties and other lawful uses. When formulating proposals, consideration should be given to the potential for pollution from a proposed use. Guidance should be sought from the relevant council's Environmental Health Department on acceptable noise levels, standards of air quality, and other measures to avoid adverse environmental impacts as well as features that need to be incorporated in the design process. Where possible, proposals should strive to exceed statutory standards and show how they contribute to sustainable development. The Environment Agency should be consulted in relation to water quality, waste disposal and contaminated land issues (see Policy 26: Pollution).
- 3.3.9 Flood risk is a material planning consideration. As set out in national policy⁹, inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. The Local Planning Authorities will seek to bring about an overall reduction in flood risk through development; proposals will be assessed against the Sequential Test, and if necessary the Exceptions Test as stated in national policy⁹. In many circumstances, applications will need to be supported by a Flood Risk Assessment appropriate to the development proposal and its proposed location. The South East Lincolnshire Strategic Flood Risk Assessment³⁴ provides further guidance.

- 3.3.10 The necessary mitigation identified by the Flood Risk Assessment should be funded by the developer, and must be implemented prior to the development to ensure the flood risk is properly managed and so that the development remains safe throughout its lifetime. These measures will complement or improve existing defences where appropriate. Where there will be an unacceptable risk of flooding to the proposed development or it would unacceptably increase the risk to others the development will not be permitted. Policy 5: Strategic Approach to Flood Risk provides a Local Plan area-wide approach on mitigation for flood risk, and in the consideration of site-specific flood risk assessments opportunities may arise for flood risk mitigation beyond the site itself or from improvements at the strategic level.
- 3.3.11 The primary purpose of ‘sustainable drainage systems’ (SuDS) is to minimise the impact of urban development on the water environment, reduce flood risk and provide habitats for wildlife. Opportunities for incorporating a range of SuDS in all new development must be taken wherever possible. There are many different SuDS features available to suit the constraints of a site which could come in the form of green roofs or by providing new wildlife habitats such as ponds, wetlands and swales. Hard-engineered elements are often used in high-density, commercial and industrial developments, including permeable paving, canals, treatment channels, attenuation storage and soakaways. However the discharge of surface water to soakaways or other infiltration devices must be considered first, before alternative methods are investigated. SuDS should be designed into the landscape of all new development and should be included as part of a wider approach across South East Lincolnshire to improve water quality and provide flood mitigation. Maintenance will also be required, appropriate to the type of development and location proposed.
- 3.3.12 Development proposals should also protect, and where possible enhance biodiversity, geodiversity and green infrastructure (see Policy 24). Similarly, proposals will need to protect, and where possible enhance the historic environment such as Conservation Areas, Listed Buildings and Scheduled Ancient Monuments (see Policy 25). Development proposals which are likely to have a detrimental impact upon areas of natural habitats and/or historical buildings and heritage assets shall not be permitted.

Monitoring

No of planning applications refused on flood risk grounds

Number of planning applications refused owing to inappropriate design

3.4 Design of New Development

- 3.4.1 The NPPF⁹ stresses that ‘good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.’ As such, Policy 4 identifies issues that should be considered when preparing schemes and Planning Statements (if required), so that development sits comfortably with, and adds positively to, its historically-designated, or, undesignated townscape or landscape surroundings.
- 3.4.2 Good design has a role in achieving sustainable development and adapting to, or mitigating, climate change. It will support sustainable development because it will reuse and adapt existing buildings to new uses, as well as designing new buildings and housing that can meet the changing needs of the occupants over their lifetime. This will reduce the amount of resources required for development.

Policy 4: Design of New Development

All development will create distinctive places through the use of high quality and inclusive design and layout and, where appropriate, make innovative use of local traditional styles and materials. Design which is inappropriate to the local area, or which fails to maximise opportunities for improving the character and quality of an area, will not be acceptable.

Development proposals will demonstrate how the following issues, where they are relevant to the proposal and are viable will be secured:

1. creating a sense of place by complementing and enhancing designated and non designated heritage assets; historic street patterns; respecting the density, scale, visual closure, landmarks, views, massing of neighbouring buildings and the surrounding area;
2. distinguishing between private and public space;
3. the landscape character of the location;
4. accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways;
5. the provision of facilities for the storage of refuse/recycling bins, storage and/or parking of bicycles and layout of car parking;
6. the lighting of public places;
7. ensuring public spaces are accessible to all;
8. crime prevention and community safety;
9. the orientation of buildings on the site to enable the best use of decentralised and renewable low-carbon energy technologies for the lifetime of the development;
10. the avoidance of visual intrusion by advertising, other signs, security shutters, meter boxes and other service and communication infrastructure;
11. residential amenity;
12. the mitigation of flood risk through flood-resistant and flood-resilient design and sustainable drainage systems;
13. the use of locally sourced building materials, minimising the use of water and minimising land take, to protect best and most versatile soils;
14. the provision of appropriate landscaping and its use to enhance biodiversity and green infrastructure;
15. the appropriate use or reuse of historic buildings; and
16. the appropriate treatment of facades to public places and the design of shop frontages and signage.

Reasoned Justification

- 3.4.3 Good design will seek to provide a development that sits well in its surroundings and meets the requirements of its users, be that residential or commercial occupiers. The purpose of the Policy 4 is to provide a list of issues to be considered when development schemes are being prepared, rather than prescribing a particular design approach, consistent with the NPPF⁹. Design is a cross cutting issue so may be covered by other policies elsewhere in this Local Plan. Not all of the issues listed will be relevant in all cases.
- 3.4.4 Design of new buildings and spaces should take the principle of encouraging physical activity in line with Planning Healthy Weight Environments³⁵. A development should incorporate existing public rights of way and cycleways and where practicable extend them, to encourage

residents to walk or cycle to places of work, school, local shops and services as well as open space. Such facilities should be accessible to all, including those with disabilities, older people and those with pushchairs, as well as other users with more specific needs, such as those with dementia or the visually impaired. Care should also be taken in designing undefined multi-use spaces where pedestrians, cyclists, public transport and taxis mingle as these can also be confusing for such groups.

- 3.4.5 A development will make buildings and places more resilient to flooding by, for example, raising the floor level, and adapting the internal materials, electrical circuits and plumbing to cope better with any flood event. These issues may be successfully incorporated in buildings that follow traditional or contemporary design in accordance with Building Regulations. In addition, owing to flood risk new activities may need to be deterred in certain areas based on their intrinsic hazard to groundwater. The hazard may result from a combination of the activity type, its duration and the potential for failure of flood-control measures.
- 3.4.6 New buildings can be orientated so that micro generation plant can be incorporated for its maximum benefit. It will incorporate, protect or extend existing habitats or land forms so that buildings are shaded from the extremes of weather to minimise energy consumption for heating or cooling. Improvements to biodiversity can be also achieved on the building, by, for example, the use of bird nest or bat roost boxes, green roofs or walls, as well as in the landscape. These features along with the incorporation, protection or extension of existing habitats will maintain or improve their resilience. Green walls and roofs also add to the thermal mass of the building. Shading buildings with plants or providing larger roof overhangs to shade windows, sizing windows according to their aspect and providing appropriate insulation allow buildings to be more resilient to extremes of temperature.
- 3.4.7 In addition, new developments will not pose an unacceptable risk of pollution to groundwater (see Policy 26).

Monitoring

Number of planning applications refused owing to inappropriate design

3.5 Strategic Approach to Flood Risk

- 3.5.1 Policy 5 serves two main purposes. The first is to explain how flood risk considerations have shaped the main proposals in the Local Plan, and how, as a strategic approach to flood risk the Local Plan may be reviewed in the future. The second is to provide a policy commitment by which strategic improvements to flood risk which may be brought forward during the Local Plan period can be assessed, and enhanced, where possible. Further details on the approach to site selection, including consideration of flood risk can be found in the Site Allocations Flood Risk Sequential Test Report³¹, the Spatial Strategy Background Paper³⁶ and the Housing Papers³⁰ for each higher tier settlement. Sites allocated in this Local Plan are deemed to have passed the Sequential Test and no further evidence in respect of this will need to be submitted at planning application stage. Allocations will still need to demonstrate, through the submission of a site-specific Flood Risk Assessment, that the development will be safe for its lifetime.

Policy 5: Strategic Approach to Flood Risk

Major development shall be located in areas at the lowest hazard or probability of flooding and shall not, in itself, increase flood risk. Where the development would be for uses defined as Essential Infrastructure, Highly Vulnerable or More Vulnerable, it will be a requirement to show why the need for the development is exceptional where the hazard or probability of flooding of the sequentially-selected areas is constrained. Development will be permitted following the satisfactory completion of the Sequential and Exceptions Test and through the submission of a site-specific Flood Risk Assessment that demonstrates appropriate flood risk mitigation measures for the protection of occupants. Mitigation for the identified flood risk, including appropriate allowances for climate change, required by such development to make it safe will be provided and maintained for the lifetime of the development.

Flood risk management infrastructure shall be provided at the strategic level, where development opportunities allow, to reduce the hazard and probability of flooding.

Reasoned Justification

- 3.5.2 The South East Lincolnshire Strategic Flood Risk Assessment (SFRA)³⁴ provides an overview of how flood risk has been considered in shaping the proposals of the Local Plan; including the spatial strategy and the assessment of housing and employment sites. The SFRA³⁴ provides detailed information about all types of flooding and risks based upon likely flood depths, velocity and categories of 'danger'. The NPPG¹⁰ defines the terms of 'Essential Infrastructure', 'Highly Vulnerable', or 'More Vulnerable' types of development.
- 3.5.3 The Local Plan area has a number of agencies with responsibilities for assessing and managing flood risk:- Lincolnshire County Council as Lead Local Flood Authority, the Environment Agency, Internal Drainage Boards as well as the Local Authorities. In addition to their individual responsibilities, these agencies work in various partnerships in order to bring about betterment to flood risk whether by policy or by innovation and infrastructure. Policy 5 is a commitment to work within the partnerships and also helps realise opportunities to enhance strategic flood protection through development proposals where opportunities may arise.
- 3.5.4 Planning applications will, where required, be accompanied by a site-specific Flood Risk Assessment, appropriate to the scale, type and location of the development. It is expected that the Flood Risk Assessment will provide detailed proposals for any required flood

mitigation for the protection of occupants (e.g. residents, workers, students and visitors) and for the lifetime of the development including expected outcomes of climate change. Such flood mitigation will be secured by planning conditions. Mitigation may also be incorporated in SuDS which are likely to be required irrespective of the flood risk. In certain circumstances, e.g. where a flood-mitigation proposal might also be of a more strategic benefit it may also be appropriate to seek planning obligations to support the benefits sought. The SFRA³⁴ provides further guidance on Flood Risk Assessments and also in respect of SuDS.

- 3.5.5 The Boston Barrier is a strategic-level flood mitigation defence that is expected to be completed by 2020. It will be of significant benefit to the urban area of Boston and could shape future development patterns that will arise in the Local Plan period.

Monitoring

Provision of new strategic flood mitigation infrastructure

No of planning permissions granted contrary to Environment Agency advice on the grounds of flooding or water quality

No of residential planning permissions granted in ROY zones

3.6 Meeting Physical Infrastructure and Service Needs

- 3.6.1 In the preparation of a Local Plan it is a requirement to provide an Infrastructure Delivery Plan (IDP)⁵ and a Whole Plan Viability Assessment⁴. At a strategic level, these documents provide an overview of existing infrastructure capacity and needs arising from the Local Plan proposals, and an assessment of the viability of those proposals. Policy 6 sets out a strategic policy framework by which developers, service providers and the community are advised how physical infrastructure and service needs will be considered and met.

Policy 6: Meeting Physical Infrastructure and Service Needs

Planning permission will be granted for new development provided that developers can demonstrate that there is, or will be sufficient physical infrastructure and service needs capacity to support and meet the needs of the proposed development. A planning condition and/or legal agreement may be required to help secure the arising needs.

Where development might take place over a period of time the provision of physical infrastructure and services will be phased. A master planning approach will be taken to aid the delivery of sites as appropriate. A piecemeal approach to applying for planning permission on a large site or the underdevelopment of a site that seeks to undermine the need to meet the policy requirements of the Local Plan will not be permitted.

Reasoned Justification

- 3.6.2 The broad categories of physical infrastructure and service needs to be considered may change over time or in terms of how they might be delivered. In the short and medium-term, the Infrastructure Delivery Plan⁵ has considered the needs of a wide range of infrastructure and services such as:

- Water and drainage: supply and treatment, and flood-management infrastructure;
- Energy: electricity and gas;
- Communications: broadband;
- Green infrastructure, leisure and community facilities;
- Education;

- Health care;
- Transport: highways, cycling, pedestrian and public transport, and car/cycle parking.

3.6.3 The Infrastructure Delivery Plan⁵ identifies some service needs as critical (e.g. water and energy supply and flood risk management), some are deemed as essential (e.g. schools and health care) and some are desirable. Depending upon the specific site proposals the importance of infrastructure between the essential and desirable categories may change. For example, on some sites open space provision may be required to meet the considerations of the Habitats Regulations Assessment³. In all cases, the Local Plan is the starting point for site-specific involvement with infrastructure providers who can then build the identified needs into their delivery plans as appropriate. A master planning approach will be used to bring together key partners where infrastructure delivery is particularly complex or the site is considered to be strategic in terms of the Local Plan or settlement. A comprehensive approach to a site's development will be taken at the outset so that, even with large sites whose development will take a number of years, the needs of the community will be met and the policy requirements of the Local Plan can be met in full.

3.6.4 It is the case that some forms of development, e.g. large housing schemes will generate needs for increased capacity or specific improvements in infrastructure for all or most of the above categories to make them acceptable. Other types of development, such as employment uses, may have specific energy needs to be met. Flood risk and the need for specific flood-management infrastructure will be considered by Policies 3 - 5. In delivering the infrastructure and service needs arising from new development Policy 7: Developer Contributions will be key, as will the use of planning conditions. Policies 28-30 will also be significant in determining the infrastructure needs arising from development proposals with regard to community needs in a settlement (e.g. healthcare and education) and for the need for transport infrastructure (e.g. for cycling or new road schemes).

3.6.5 The Infrastructure Delivery Plan⁵ identifies the need for new or extended education provision as proposals come forward as planning applications. Two new secondary schools have been identified as being required in Boston and in Spalding. In the case of Boston a search for sites to serve the new sustainable urban extensions on the western side is being undertaken. In Spalding, a site has been identified on Inset Map 2 adjoining the western extent of the urban area; its early delivery will be sought to alleviate pressures on the existing schools in the town. Both would also alleviate the necessity to travel to the centre or the eastern side of the towns for secondary school education.

3.6.6 Extensions to secondary schools elsewhere will be sought, as development comes forward, in; Old Leake, Deeping St. Nicholas, Holbeach, Long Sutton and Donington. The need for a new primary school has been identified for Boston (serving site Sou006), for Spalding and Holbeach but specific sites have yet to be finalised. Extensions to most existing primary schools will be sought as development proposals come forward for the particular settlement.

Monitoring

No of infrastructure-related planning conditions discharged

No of infrastructure-related obligations within a Section 106 agreement delivered

3.7 Developer Contributions

- 3.7.1 Ensuring there is sufficient infrastructure to support future development is vital to achieving sustainable growth in South East Lincolnshire. Infrastructure includes all types identified in paragraph 3.6.2 above; as new developments give rise to the need for many new or improved services and infrastructure, it is reasonable to require developers to contribute towards meeting this provision, where consistent with this policy and national legislation. This should be informed by the Infrastructure Delivery Plan (IDP)⁵ which has been prepared alongside this Local Plan and which will be regularly updated (see paragraph 3.6.3 above).
- 3.7.2 In South East Lincolnshire, the introduction of a Community Infrastructure Levy (CIL) is unlikely in the short-medium term; Policy 7 provides further guidance on how developer contributions will operate in South East Lincolnshire in the absence of a CIL.

Policy 7: Developer Contributions

Developments of 11 or more dwellings, and which have a combined gross floorspace of more than 1,000 sqm, will be expected to mitigate its impacts upon infrastructure, services and the environment to ensure that such developments are acceptable in planning terms. The Local Planning Authorities will not accept any proposals that artificially reduce capacity or floorspace to circumvent the proper operation of this policy.

Developer contributions will only be sought when they meet the tests set out in paragraph 204 of the NPPF⁹, or any successor.

Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments.

Contributions will be secured through Section 106 legal agreements. Developer contributions will also be subject to the criteria set out in the Community Infrastructure Regulations (2010) 122 and 123 (or any successors) which require any financial contribution or contributions in kind towards infrastructure to meet a number of criteria.

Provision of developer contributions should be in accordance with the Developer Contributions Supplementary Planning Document (SPD) and each Local Planning Authority's adopted Developer Contributions Prioritisation Framework (or successor) and the South East Lincolnshire Infrastructure Delivery Plan (IDP)⁵, and a Community Infrastructure Levy (CIL) charging schedule, if considered appropriate in the long term.

Reasoned Justification

- 3.7.3 Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. They can be used to provide essential site-specific infrastructure to mitigate the impact of the development, such as a necessary road improvements, but can also secure developer contributions (affordable housing and other tariff-style contributions).
- 3.7.4 Policy 7 sets out the overarching framework for delivering developer contributions to support growth, including but not limited to affordable housing and other tariff-style contributions. Other policies in this plan set out more specific requirements on matters such as flood risk (Policy 5), affordable housing (Policy 15), open space and community facilities (Policy 28) and

transport (Policy 29). Where known, infrastructure required as part of the development of the Vernatts and Holbeach West Sustainable Urban Extensions is set out in Policies 12 and 13.

- 3.7.5 Developer contributions will take into account specific-site circumstances and the type and mix of development proposed. Infrastructure may be required on site, but when infrastructure cannot be provided within, or is not appropriate to be located on, the development site itself, developers will be expected to contribute to the cost of providing the infrastructure necessary to support that development.
- 3.7.6 Where it is proposed to phase developments, sub-divide sites or where recent sub-division has taken place, or where there is a reasonable prospect of adjoining land being developed in tandem, the whole site will be considered for the purpose of determining whether the scheme meets the site and/or floorspace thresholds identified by Policy 7.
- 3.7.7 Where infrastructure requires maintenance, and that responsibility is to be passed to the relevant Council, County Council or Parish Council, a maintenance sum may also be sought for infrastructure provided, for a period of up to 10 years. Where applicants choose to retain responsibility for a facility or obtain the services of a maintenance management company, then they will be bound to ensure proper maintenance of this through the S106 legal agreement. A detailed maintenance plan is likely to be required to be submitted to the relevant Local Planning Authority with the planning application to show maintenance responsibilities for all aspects of the infrastructure and how it will be maintained.
- 3.7.8 Contributions will be in addition to any normally required by a developer to any utility company, internal drainage board or other statutory authority or organisation.
- 3.7.9 Developers are encouraged to liaise with infrastructure providers as early as possible when developing proposals to ensure infrastructure services are provided effectively. In accordance with the NPPF⁹, this includes the need to address the strategic cross-boundary impacts of development, particularly with regard to cumulative impacts on the transport network.
- 3.7.10 The Local Planning Authorities do not intend introducing a Community Infrastructure Levy (CIL) in the short-medium term. As such, Policy 7 links the requirement for proposals to contribute to supporting strategic infrastructure, as well as to non-strategic infrastructure as long as it is consistent with the requirements of national legislation and this policy. However, should a CIL be introduced in the long term it will be made clear which infrastructure will be sought through each mechanism to ensure there is no 'double dipping'.
- 3.7.11 Contributions will be in the form of planning obligations secured in line with national legislation and policy^{9,10}. Legal agreements, known as Section 106 agreements, will be used to secure such contributions, and will also include provision for legal fees.
- 3.7.12 The policy implications of this Local Plan, including those matters to be sought by developer contributions, have been subject to a Whole Plan Viability Assessment⁴ to ensure that the cost would not adversely impact upon the viability of development in South East Lincolnshire. As such, it is expected that the costs of developer contributions are factored in when land is purchased. In exceptional circumstances, where applicants state that financial viability prevents the delivery of some or all developer contributions, a financial appraisal should be submitted. Preferably this should form part of the pre-application negotiations but must be

submitted with a planning application. Each Local Planning Authority's independent valuer will consider the assessment. All costs associated with the assessments will be met by the developer.

- 3.7.13 The Local Planning Authorities will re-negotiate planning obligations where necessary consistent with national policy¹⁰. Appropriate viability information should provide the basis of such negotiations.
- 3.7.14 Where a major development requires its own (on-site and/or off-site) infrastructure, and the proposal is subject to Environmental Impact Assessment and/or project level Habitats Regulations Assessment³, the Local Planning Authorities will require the developer to consider the likely effects of the development and all its supporting infrastructure as a whole, so that potential in-combination effects can be fully assessed before any decisions are taken.
- 3.7.15 Where a developer can demonstrate that the viability of a development affects the provision of developer contributions, the Local Planning Authorities will balance the adverse impact of permitting the scheme on the delivery of such provision, with any identified planning benefits of the scheme.
- 3.7.16 More detail on how developer contributions will be implemented will be outlined in the Developer Contributions Supplementary Planning Document (SPD). This will include the infrastructure priorities for each Local Planning Authority area (and settlements within each area), within a Developer Contributions Prioritisation Framework. This approach will ensure that contributions are only sought for infrastructure that is expected to be adversely impacted upon, aiding the delivery of viable schemes.

Monitoring

Number of s106 agreements signed per annum

Level of developer contributions funding secured per annum

No of schemes where site-specific viability assessment leads to developer contributions not being sought

4. Promoting Economic Prosperity and Employment Opportunities

4.0.1 South East Lincolnshire is located within both the Greater Lincolnshire Local Enterprise Partnership (GLLEP) and the Greater Cambridge and Peterborough Local Enterprise Partnership which are committed to delivering sustainable economic growth in their areas over the Local Plan period. The GLLEP in particular has set ambitious targets in respect of key growth sectors; the aspiration is for agri-food, logistics, education, research and development, and the visitor economy to increase their economic value over the Local Plan period. Additionally the aim is to diversify the local economy and jobs market to attract more highly-skilled and high-value employment to the area³⁷. This Local Plan has a fundamental role to play in the delivery of these aspirations.

4.1 Improving South East Lincolnshire's Employment Land Portfolio

4.1.1 The Employment Land Technical Paper (ELTP), 2016³⁸ identifies that up to 10,300 B-class jobs could be required in the Local Plan period, including for business, transport/storage, manufacturing and agri-food industries. The Spatial Strategy Background Paper, 2016³⁶ indicates that about 17,600 jobs could be required overall, including from the growth sectors of health, education, low carbon industries and leisure. It also identifies that more jobs are expected to be required in South Holland (13,800 jobs) compared to Boston Borough (3,800 jobs)³⁶.

4.1.2 Economic growth will be focussed in the higher-tier settlements; growth will therefore take place in the most sustainable locations, ensuring that better access between housing, jobs and services is promoted. Policy 8 directs the majority of new employment land and therefore jobs, to the Main and Local Employment Areas within the Sub-Regional Centres of Boston and Spalding and the Main Service Centres (Crowland, Holbeach, Kirton, Long Sutton, Sutterton and Sutton Bridge). More land is identified in South Holland to reflect the higher level of job growth expected to be delivered over the Local Plan period³⁶.

Policy 8: Improving South East Lincolnshire's Employment Land Portfolio

The South East Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and job growth in the area.

Main Employment Areas

The Policies Map identifies Main Employment Areas, as listed below, which are reserved for main employment in Classes B1, B2 and B8. Any non-B development will only be supported where the applicant can show that it is ancillary to the effective functioning of the Main Employment Area. A masterplan will be required for prestige sites identified*.

Mixed-use developments, which incorporate main employment uses together with other identified appropriate employment-generating uses, will be supported in Mixed-Use Areas identified #.

Reference	Main Employment Area	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class
BO001	Boston Endeavour Park	13.3	4.3	B1
BO006	Riverside Industrial Estate, Boston	89.6	18.0	B1, B2, B8

BO035	Q2: The Quadrant, Boston*#	63.3	2.5	B1, A2, A3, A4
CRO01	Crease Drove Business Park, Crowland	6.09	1.9	B1, B2, B8
CRO09	Thorney Road, Crowland	1.7	1.7	B1, B2, B8
HO002	Holbeach Food Enterprise Zone*#	17.0	16.0	B1, B2, B8, D1
KI004	Kirton Distribution Park*#	21.9	15.4	B1, B2, B8, sui generis
LO002	Bridge Road Industrial Estate, Long Sutton	2.10	0.4	B1, B2, B8
LO009	Bridge Road, Long Sutton*	4.8	4.8	B1, B2, B8
SP001	Wardentree Lane, Spalding	182.9	34.6	B1, B2, B8
SP002	Lincs Gateway, Spalding*#	18.1	3.7	B1, A3, A4, C1
SP012	Clay Lake, Spalding*	36.9	18.3	B1, B2, B8
SU001	Sutterton Enterprise Park	6.28	2.6	B2
SB002	Wingland, Sutton Bridge	24.4	2.3	B1, B2, B8
	TOTAL		126.5	

Local Employment Areas

The Policies Map identifies Local Employment Areas, as listed below, which are reserved for Class B1, B2 and B8 development. Any non-B uses will only be supported where the applicant can show that it is ancillary to the effective functioning of the Local Employment Area.

Reference	Local Employment Area	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class
SU003	Love Lane, Sutterton	1.5	0.2	B1, B2, B8
SB005	Railway Lane Industrial Estate, Sutton Bridge	0.6	0.2	B1, B2, B8
	TOTAL		0.4	

Restricted Use Employment Sites

To encourage investment in port-related and power generation-related industries, the Policies Map identifies Restricted Use Employment Sites, as listed below, which are reserved for employment uses directly associated with either Boston or Sutton Bridge Ports or Spalding or Wingland Power Stations.

Reference	Restricted Use Site	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class
BO009	The Port Estate, Boston	29.8	-	B1, B2, B8 – port related
SP037	Spalding Power Station	5.5	-	-
SP038	Spalding Power Station B	14.6	11.0	B1, B2, B8 – power generation
SB003	Sutton Bridge Port	24.6	9.6	B1, B2, B8 – port related

SB006	Wingland Station	Power	8.0	-	-
SB014	Wingland Station B	Power	14.4	14.2	B1, B2, B8 – power generation
	TOTAL			34.8	

Established Employment Sites

The following Established Employment Sites, as identified on the Policies Map, perform an important role in the local economy and will be protected for new B1, B2 or B8 development and/or redevelopment in Class B1, B2 or B8, provided the proposed development is of a scale that respects the character of the area and/or neighbouring land uses. Any non-B development will only be supported where the applicant can show that it is ancillary to the effective functioning of the Established Employment Site.

Reference	Established Employment Sites	Location
BO002	Boston Trade Park	Boston
BO003	Nelson Way Industrial Estate	Boston
BO004	Broadfield Lane Industrial Estate	Boston
BO005	Redstone Industrial Estate	Boston
BO011	Metsawood/Fogarty's	Boston
BO012	Tulip Ltd	Boston
BO015	Station Street	Boston
BO034	Rolec Services Ltd	Boston
BI001	JDM Food Group	Bicker
BI003	Transflor Ltd	Bicker
BU001	Produce World	Butterwick
BU002	Pearson Packaging	Butterwick
CO002	Barrier Bank	Cowbit
CR003	Horseshoe Yard	Crowland
DO001	Millfield Road Industrial Estate	Donington
DO002	Mill Lane	Donington
DO003	High Street	Donington
DO007	Station Approach	Donington
DO010	Land to the north of Quadring Road	Donington
FL001	Intergreen	Fleet Hargate
FL004	Hallgate north	Fleet Hargate
FL006	Hallgate south	Fleet Hargate
FR001	Freiston Enterprise Park	Freiston
GO002	Morris Machinery	Gosberton
GO003	Prince Build	Gosberton
HO001	Fleet Road Industrial Estate	Holbeach
KI015	Wash Road	Kirton
KI002	Manor Road	Kirton
LO001	Hundreds Lane	Long Sutton
LO003	Canebuzo	Long Sutton
LO005	Hallgate Timber	Long Sutton
LO006	Lime Walk	Long Sutton
LO016	Seagate Road South	Long Sutton
MO001	High Street	Moulton

OL001	M Baker & Son	Old Leake
OL002	Charles Wright & Sons	Old Leake
QU002	Turners	Quadring
SP003	Fulney Lane North	Spalding
SP030	Marsh Road	Spalding
SR001	Gosberton Road	Surfleet
SR002	Seas End Road	Surfleet
SU004	Spalding Road Industrial Estate	Sutterton
SB001	West Bank Industrial Estate	Sutton Bridge
SB004	Railway Lane east	Sutton Bridge
SW001	North End Business Park	Swineshead
SW002	Station Road Industrial Estate	Swineshead
SW003	PF Booth & Son	Swineshead
WH001	Whaplode Industrial Estate	Whaplode
WE001	Flamingo Flowers	Weston
WI001	Scania	Wigtoft

Other Employment Sites

New employment development/businesses or the extension of an existing business outside the above allocated employment sites will be supported provided that the proposal involves the re-use of previously-developed land or the conversion/re-use of redundant buildings. Where it can be demonstrated that no suitable building capable of conversion/re-use is available or the re-use of previously-developed land is not available or is unsuitable, proposals on non allocated sites may be acceptable provided:

- the development does not conflict with neighbouring land uses;
- there is no significant adverse impact upon the character and appearance of the area;
- the design is responsive to the local context;
- there will be no significant adverse impact on the local highway network;
- there will be no significant adverse impact upon the viability of delivering any allocated employment site;
- proposals maximising opportunities for modal shift away from the private car are demonstrated; and
- there is an identified need for the business location outside of identified employment areas on the Policies Map.

Loss of Employment Sites and Buildings to Non Employment Uses

Conversion and redevelopment of, or change of use from, existing non allocated employment sites to non-employment uses will be considered on their merits taking account of:

- whether the loss of land or buildings would adversely affect the economic growth and employment opportunities in the area the site or building would likely serve;
- whether it is demonstrated that the site is inappropriate or unviable for any employment use to continue and no longer capable of providing an acceptable location for employment purposes; and
- whether the applicant has provided clear documentary evidence that the property and/or land has been appropriately but proportionately marketed without a successful conclusion for a period of not less than 12 months on terms that reflect the lawful use and condition of the premises.

Reasoned Justification

- 4.1.3 The ELTP³⁸ identifies that 10,300 jobs could result in a requirement for at least 82 hectares of new employment (B Class) land to be developed over the Local Plan period. This includes all land that is provided for B1: Business, B2: General Industrial and B8: Storage or Distribution as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended).
- 4.1.4 Policy 8 has identified 126.9ha of employment land: 89.3ha for B-Class development (29.4ha have consent) at Main and Local Employment Areas, plus a further 37.6ha of employment land as part of the Mixed-Use Areas (26.4ha have consent) to help address the demand for non B-Class jobs³⁶. The sites selected are based on evidence contained within the Strategic Employment Land Availability Assessment (SELAA)³⁹, which includes the best available information relating to development constraints, such as access, market attractiveness, land availability and deliverability.
- 4.1.5 However, this Local Plan is allocating more than 82 hectares of employment land in order to:
- provide choice across South East Lincolnshire, seen as particularly important to help attract investment from new businesses that currently are not present in the area;
 - enable business growth (and subsequent job growth) not to be constrained by a lack of available sites;
 - provide flexibility, recognising the different delivery rates across different business sectors;
 - recognise that some non-allocated existing employment sites will be lost to other uses (such as residential);
 - reflect the length of time required to deliver infrastructure to open-up strategic sites (including three sites with planning permission in Spalding);
 - reflect the fact that only estimates can be made of site area, floor space and job numbers; and
 - ensure the Sustainable Urban Extensions and housing allocations across the higher tier settlements become thriving communities, supported by appropriate employment provision.
- 4.1.6 Even so, it is unlikely that all of the 126.9ha will be developed for employment use (the SELAA³⁹ indicates that about 100ha is a realistic estimate); most employment sites require landscaping buffers as screening from neighbouring uses and/or to help minimise noise, while the allocated greenfield sites, such as BO014: Q2: The Quadrant, Boston and LO009: Bridge Road, Long Sutton will also require a significant land take for infrastructure (e.g. roads, car parking and sustainable drainage) to help create quality business environments. The location of the employment development at BO014 will be agreed through a masterplan for the site.
- 4.1.7 The four Mixed-Use Areas are designated to incorporate employment-generating uses, such as for education and leisure; in most cases the mix of uses identified by Policy 8 reflects that identified in the planning permission for the site, such as the development being constructed at KI001: Kirton Distribution Park. Elsewhere the mix of uses reflects the expected approach to be taken for the site through a masterplan. However, promoting mixed-use development means that there is considerable overlap with the town centres and visitor economy policies (see Policies 9 and 21-23). Therefore, in order to protect the town centres and to promote sustainable development, proposals within these allocations for any use not identified by Policy 8 will be refused, unless clearly ancillary to the uses identified.

- 4.1.8 The identification of five high profile ‘prestige’ sites will act as drivers for different parts of the economy, helping to diversify the economic base and attract high-skilled and high-value employment to South East Lincolnshire. These sites will require a well-designed scheme that responds to each sites’ context, that takes account of nearby residential properties, and delivers the necessary sustainability, transport, accessibility and infrastructure requirements. A masterplan is therefore required for each location; the Local Planning Authorities will work with landowners, developers and stakeholders to ensure a masterplan is prepared.
- 4.1.9 The Restricted Use Employment Sites will contribute an additional 34ha of land for specific, related uses only (all have consent). To ensure the unique role of SB003: Sutton Bridge Port is maintained, uses that support its ongoing port operation, such as manufacturing, logistics, distribution and waste management will be supported. The Port of Boston also has capacity to expand within its boundaries should the need arise. Power-generating uses will also be supported at SP038: Spalding Power Station 2 and SB014: Wingland Power Station B.
- 4.1.10 Established Employment Sites perform an important role in the local economy, and therefore are in need of protection for employment (B-Class) purposes. Some are traditional industrial estates within a settlement boundary, others are businesses of considerable scale, within or well-related to the edge of higher-tier settlements. Policy 8 sets out a flexible approach to help ensure that businesses can continue to operate or expand with confidence should business needs require additional or different provision.
- 4.1.11 National planning policy⁹ supports the conversion of existing buildings and well-designed new buildings in the Countryside for economic development. Therefore, the provision and expansion of Other Employment Sites, including those in the Countryside, will be supported where it can be demonstrated to be sustainable and consistent with the requirements of Policy 8. However, the desire to promote rural employment must be balanced with the need to protect the existing character of the Countryside.
- 4.1.12 Policy 8 aims to ensure that growth happens in the right places (both from the market’s perspective and to meet sustainability objectives) and will ensure that resources can be focused on delivering a small number of quality, attractive business locations. Together with other policies in this Local Plan, this approach helps ensure that the right infrastructure and conditions can be delivered to give businesses the confidence to invest in the area.
- 4.1.13 The development of most sites will be market-led, mostly focussed around a ‘design and build’ approach to delivery. However, Lincolnshire County Council is co-ordinating the delivery of KI001: Kirton Distribution Park, while HO002: Holbeach Food Enterprise Zone will be delivered by a partnership of the GLLEP, Lincolnshire County Council and South Holland District Council. Specifically, a Local Development Order (LDO) is being prepared by South Holland District Council for Ho002. Once in place, it will facilitate and speed up the development of businesses locating there, by enabling certain developments to proceed without the need for planning permission.

Monitoring

Enterprises by industry

Land in B1, B2 and B8 use per annum

Total amount of additional (net and gross) employment floor space by type

Available allocated employment land with and without planning permission

Loss of employment land by type

4.2 Promoting a Stronger Visitor Economy

- 4.2.1 Tourism is an important part of South East Lincolnshire's economy, generating £136.7million in 2012⁴⁰. The visitor economy offer reflects the area's character and environment, with visitors being attracted to the nationally-important Wash Estuary, including the RSPB nature reserves at Frampton Marsh and Freiston Shore, the range of historic markets towns and villages, including Boston and Spalding, as well as purpose-built visitor attractions, such as the Springfield Shopping and Festival Gardens, which attracts over 2.3 million visitors a year, supporting 500 jobs⁴¹. The Greater Lincolnshire Strategic Economic Plan (2014)³⁷ seeks to capitalise on South East Lincolnshire's inherent assets and promote tourism development which complements and enhances them.

Policy 9: Promoting a Stronger Visitor Economy

Proposals for tourism and visitor development which utilise and enrich the natural and built environment and existing attractions of South East Lincolnshire to the benefit of the local economy, visitors and local communities will be supported within the boundaries of settlements identified in Policy 2.

Outside these settlements, small-scale development to support the visitor economy, including farm diversification, equine development and fishing lakes, will be supported provided that proposals:

1. do not conflict with neighbouring land uses;
2. are in keeping with the character of the locality; and
3. demonstrate a functional link with an existing rural attraction or farm enterprise.

Larger developments will only be supported outside settlement boundaries in exceptional circumstances, for instance to proportionally support or enhance the enjoyment of an established visitor attraction where this cannot reasonably be achieved from a town or village location.

Springfields Shopping and Festival Gardens

Development within the Springfields Shopping and Festival Gardens, as defined on the Policies Map, will be supported in principle for:

1. facilities directly related to the functioning of the shopping centre, consistent with Policies 21 and 23;
2. development at the Events and Conference Centre that seeks to improve the range of services available; or
3. proposals which would enhance the scale, quality and biodiversity value of the Festival Gardens.

Other ancillary development linked to the above uses will also be supported.

Reasoned Justification

- 4.2.2 Tourism is important to South East Lincolnshire's economy, and has the potential to grow. Policy 9 therefore focuses on South East Lincolnshire's unique assets to ensure that a clearly differentiated tourism offer is established, to enable the area to compete better as a tourist destination. Development that relates to key assets will be supported, while respecting the sensitivity of some of the areas where such development may take place.

- 4.2.3 Tourist facilities can offer benefits to local communities directly through employment, and indirectly, such as by supporting local food producers, local shops, pubs and restaurants. Locating most new visitor-related development within the settlements identified by Policy 2 will enable the potential wider community benefits to be realised whilst minimising the spread of development into the countryside. However, some small-scale tourist facilities such as fishing lakes, equine development and caravan sites, small scale offices or other small scale rural development, may be more appropriately located outside a settlement boundary provided that there is a clear link to an established rural enterprise and the quality of the design ensures no adverse impacts upon landscape, heritage or biodiversity. Large scale development will only be appropriate in those circumstances where there is a specific locational and functional need.
- 4.2.4 Existing buildings should be utilised wherever possible, although replacement buildings will be considered where this would result in a more sustainable development. Preference will be given to proposals which can be easily assimilated into the landscape, and where there are public transport opportunities and the traffic impact on roads can be minimised. Planning conditions or legal agreements will be used to restrict caravans/chalets to holiday accommodation use.
- 4.2.5 The Springfield Shopping and Festival Gardens has a wide catchment stretching into the East Midlands and Norfolk. Due to the strategic importance of the site, and the wider implications of development in an out-of-centre location, it is considered appropriate for this Local Plan to identify the strategic considerations for the site.
- 4.2.6 The principal use of the site as a retail outlet centre will be protected; any retail development should be consistent with this policy and Policies 21 and 23. The Events and Conference Centre within it also provides a focus for business tourism; events, conferences and exhibitions are vital to the economy, bringing visitors to Spalding and South East Lincolnshire year round. Proposals that add to the offer and attract a more extensive customer base will be supported.
- 4.2.7 The Festival Gardens is an important natural resource and visitor attraction in its own right. Proposals to enhance the gardens, particularly in terms of improving their biodiversity value will be supported. Given their importance to the visitor economy, the loss of any part of the gardens will be resisted.

Monitoring

Expenditure in the visitor economy per annum

5. Quality Housing for All

- 5.0.1 South East Lincolnshire is a popular place to live, having a range of housing in rural and urban settings. New housing is required to help address current and future housing needs, support the local economy, deliver infrastructure and ensure the sustainability of the Local Plan area.
- 5.0.2 The quality of the housing 'offer' – the range of housing and the attractiveness of housing environments available in both the existing stock and new development – is an important factor determining future prosperity. Attracting and retaining skilled and qualified people to live in South East Lincolnshire will help bring in commercial investment and jobs growth, as businesses take advantage of a pool of local skilled labour. It will benefit the town centres and help drive-up the quality of local facilities, as there will be more demand for shops, cultural and leisure facilities, and good quality schools.
- 5.0.3 This Local Plan aims to establish a more balanced market and create a better range and mix of housing opportunities in a range of locations. The South East Lincolnshire authorities will work proactively with owners and developers of these sites to ensure that they become places of choice for people to live, and that they contribute to a change in the image of South East Lincolnshire's housing market.

5.1 Meeting Objectively Assessed Housing Needs

- 5.1.1 The Local Plan area is made up of two identified Housing Market Areas (HMAs); Boston Borough²² and Peterborough Sub-Region^{23,24} which includes South Holland. It is recognised that, whilst there are strong relationships between the two HMAs particularly in respect of travel to work and housing options, large parts of South Holland are also strongly influenced by employment and housing choices to the south. Boston Borough has similar relationships of employment, housing choice and service provision with parts of East Lindsey but in housing market terms these are largely with regard to the rural areas north of the Borough and, undoubtedly, the Boston urban area is the dominant presence as regards employment opportunity and housing choice. Further detail with respect to the approach to deriving the objectively assessed need for Boston Borough and South Holland is available in the Spatial Strategy Background Paper³⁶.
- 5.1.2 A purely practical reason for defining and working to two separate Housing Market Areas and housing provision targets is that both Councils remain separate local planning authorities for development management purposes. Therefore, where issues of under-delivery may occur that affect the 5-year housing land supply, each Local Planning Authority will have responsibility for determining how to respond for its own area.

Policy 10: Meeting Objectively Assessed Housing Needs

Provision will be made for a net increase of at least 18,675 dwellings in South East Lincolnshire. By Local Authority area over the Local Plan period (2011-2036) this is:

1. Boston Borough: 7,550 at 300 per annum
2. South Holland: 11,125 at 445 per annum

Reasoned Justification

- 5.1.3 Both Boston Borough and South Holland have seen significant growth in population since the 2011 Census¹⁵ largely driven by economic migrants taking up employment opportunities in the food growing and processing industry. This growth has impacted upon the housing need generated across the Local Plan area. Both HMAs have a higher housing need to be met than they have had in the past either through the Lincolnshire Structure Plan⁴² or East Midlands Regional Plan⁴³.
- 5.1.4 In terms of delivery, both Boston Borough and South Holland have a track record of meeting housing targets through completions over the long term. Therefore, whilst completion rates have been significantly down over the last five years there is evidence that with more favourable economic conditions and an established, long term, plan-led system, the higher housing need figures are not unachievable. The per annum figures in Policy 10 are indicative and are a result of the overall totals divided by the 25-year Local Plan period. The monitoring of completions and ongoing commitments through new planning permissions will provide a more detailed account of delivery, especially for the purposes of assessing 5-year housing land supplies.
- 5.1.5 In recognising the under-delivery on housing completions over the last five years the Local Plan sets out expected trajectories for housing development for five-yearly intervals starting in 2016-17. This start date is chosen as many of the larger sites, such as the strategic urban extensions and sites requiring major infrastructure investment, are unlikely to start to contribute to completions until several years after the Local Plan is adopted. The housing trajectory below reflects the housing allocations identified.
- 5.1.6 The following policies in this section provide approaches on how particular housing needs; market, affordable and by property type and tenure might be met in the Local Plan area.

Insert housing trajectory

Monitoring

No of housing completions per annum for the Plan area and by Local Planning Authority
Assessment of Five Year Housing Land Supply

5.2 Distribution of New Housing

- 5.2.1 The housing needs identified for each settlement and the allocated housing sites shown on the Policies Map: Inset Maps have been identified to deliver the overall housing needs stated in Policy 10. The Spatial Strategy Background Paper³⁶ and the Housing Papers³⁰ explain how the overall numbers have been derived for the settlements and how sites have been assessed and selected in response to emerging evidence and public consultation comments. The housing numbers in Policy 11 are gross numbers and include any outstanding planning permissions for dwellings, and any homes built since 1 April 2011. This means, for example, that if a settlement had a requirement for 500 dwellings, but planning permission had been granted for 250 dwellings, there would be a need for 250 additional new dwellings.
- 5.2.2 The allocated sites identified on the Inset Maps are those that are considered to best meet the requirement for each settlement. The allocated sites in the Local Plan and existing planning permissions will be relied upon to meet the objectively-assessed housing needs for Boston Borough and South Holland (2011-2036) identified in Policy 10. It should be noted that this will include the needs to be met for both market and affordable housing. Viability is addressed by other policies in the Local Plan.
- 5.2.3 Policy 11 is supported by, and complementary to Policy 2. Housing allocations and overall housing growth for each settlement are considered to be proportional to existing infrastructure capacity, or are in locations capable of improvement (see Policy 6). Additionally, the best available information relating to housing need, development constraints, such as flood risk and access in particular areas, land availability and deliverability have all been taken into account. This is evidenced in the settlement-specific Housing Papers³⁰ and the Strategic Housing Land Availability Assessment²⁹.
- 5.2.4 The Boston Borough Strategic Housing Market Assessment^{22,24} has assessed the housing needs for the whole market area, the Boston urban area and also for the rural area (north and south of the urban area). The housing site allocations are broadly proportionate to these three area assessments.
- 5.2.5 It is acknowledged that incremental growth in housing supply will also come about through infill and 'speculative' applications both within the settlements identified in Policy 11 and also within the Other Service Centres and Settlements. Within the defined settlement boundaries there will be numerous opportunities for infill and larger-scale housing development that will be available to the local builder, self-builder and larger house-building companies. It is not practical to identify or anticipate all such opportunities; however, the positive tone of the Local Plan encourages such development provided that the material considerations of the Local Plan and particular sites can be met. Housing need may also be met through Policy 16: Rural Exception Sites, where appropriate.

Policy 11: Distribution of New Housing

New housing site allocations will be made in the following settlements (in accordance with the Policies Map) to meet the following housing numbers:

A. Sub-Regional Centres

Boston (incl. parts of Fishtoft and Wyberton Parishes)	5900
Spalding	5255

B. Main Service Centres

Crowland	500	Pinchbeck	240
Donington	450	Sutterton	300
Holbeach	2100	Sutton Bridge	260
Kirton (incl. parts of Frampton Parish)	500	Swineshead	400
Long Sutton	580		

C. Minor Service Centres

Bicker	50	Old Leake	100
Butterwick	70	Quadring	130
Cowbit	120	Surfleet	180
Deeping St Nicholas	80	Sutton St James	70
Fishtoft	50	Tydd St Mary	40
Fleet Hargate	70	Weston	310
Gedney Hill	120	Whaplode	130
Gosberton	270	Wigtoft	30
Moulton	90	Wrangle	100
Moulton Chapel	130		

Housing numbers are inclusive of extant planning permissions and dwellings built since April 2011.

Reasoned Justification

- 5.2.6 With regard to the housing site allocations for the Boston urban area and Spalding, regard has been given to what impact the growth will have on local strategic transport infrastructure, whether major new infrastructure will be required and if it is capable of delivery in the Local Plan period. To some extent new transport improvements to the local strategic highway will also come about through the Holbeach housing site allocations, such as site Hob048. Policy 29 and the Whole Plan Viability Assessment⁴ will also be applicable. Both Spalding⁴⁴ and Boston⁴⁵ also have Transport Strategies covering the Local Plan period that are being implemented by the County Council in partnership with transport operators, developers, the Boston Borough and South Holland District Councils and interest groups.
- 5.2.7 New housing growth can have negative impacts upon assets such as the natural or historic environments. But it is considered that housing site allocations promoted through Policy 11 have no such known constraints to prevent development taking place, although mitigation may be required through Policy 24: The Natural Environment and Policy 25: The Historic Environment, which provide a detailed policy approach to conserve and enhance such assets.

5.2.8 In the delivery of housing developments Policy 3: Development Management and Policy 4: Design of New Development will be key considerations in designing efficient and sustainable forms of housing.

5.2.9 The housing site allocations for each settlement identified by Policy 11 are set out in Table 3, and indicate the capacity of the sites shown on the Inset Maps. This is only a broad indication based upon 30 dwellings per hectare for sites within the Boston urban area and Spalding, and 20 dwellings per hectare for all the Main and Minor Service Centres. The settlement-specific Housing Papers³⁰ will highlight those few sites where this assumed ratio of dwellings per hectare is different. The stated capacity is not necessarily a maximum or, in some cases, a minimum capacity that would be expected on each site; viability, design, constraints and the most efficient use of land in delivering new homes should be the primary considerations in meeting housing needs.

Site Reference	Site Name	Site Area (Ha)	Site Capacity
Boston			
Cen001	Land north of Whitehorse Lane	0.48	19
Fen001	Land west of Fenside Road	1.83	55
Fen002	Land north of Langrick Road	1.16	35
Fen006	Land east of Fenside Road	8.00	240
Fis001	Land east of Lindis Road	7.46	180
Fis002	Land north-east of Fishtoft Road	0.41	12
Fis003	Land east of White House Lane	3.01	90
Fis033*	Land west of Toot Lane	7.39	222
Fis038	Land west of Church Green Road	1.76	53
Nor006	Land west of Horncastle Road	2.38	71
Pil002	Land south of Main Ridge East	0.32	13
Pil006	Boston Delivery Office, South End	0.48	19
Sou006	Land south of Chain Bridge Road	63.31	1899
Wes001	Land west of Freshney Way	0.37	11
Wes002	Land south of North Forty Foot Bank	45.92	1378
Wyb013	Land south of Swineshead Road	2.84	85
Wyb033	Land north of Tytton Lane East	8.33	250
Wyb041	291-293 London Road, Boston	1.36	41
TOTAL		156.81	4,673
Spalding			
Mon005	Land south of Horseshoe Road	2.93	88
Mon008	Land north of Bourne Road	14.47	434
Pin024	Land north of the Vernatts Drain	11.67	350
Pin025	Land east of Spalding Road	0.37	11
Pin045	Land west of Spalding Road	22.53	676
Pin050	Spalding Lifestyle, Spalding Road	1.68	50
Stm004	Land east of Spalding Common	4.66	140
Stm010	Land west of Spalding Common	2.09	63
Stm028	The Elders	3.6	108
TOTAL		64.0	1,920
Crowland			
Cro011	Land north of Barbers Drove North	1.54	31
Cro036	18 Low Road	1.48	30
Cro043	Land east of Crease Drove	1.54	31
Cro044	Rear of 11 Barbers Drove North	1.47	29
Cro046	Former South View Community Primary School	0.68	14
Cro050	Land to the east of Normanton Road	3.50	70
TOTAL		10.21	205

Donington			
Don001	Land south of Town Dam Lane	2.65	53
Don006	Land east of Town Dam Lane	5.49	110
Don008	Land west of Maltings Lane	3.61	72
Don018	Land north of Quadring Road	2.62	52
Don030	Land east of Town Dam Lane	0.61	12
TOTAL		14.98	299
Holbeach			
Hob004	Land east of Balmoral Way	5.85	109
Hob010	Land west of Fen Road	0.79	10
Hob032	Land off Battlefields Lane	6.27	185
Hob048	Land east of the A151	42.2	750
TOTAL		55.11	1,054
Kirton			
Kir016	31-33 London Road	1.25	25
Kir034	Land east of Woodside Road	2.05	41
Kir041	Land to the west of London Road	5.1	102
TOTAL		8.4	168
Long Sutton			
Los008	Land east of Lime Walk	1.72	34
Los015	Land east of Seagate Road	10.74	215
Los026	Land east of Lime Walk	2.29	46
Los046	Land east of Station Road	0.7	24
TOTAL		15.45	319
Pinchbeck			
Pin002	Land north of Market Way	1.32	26
Pin019	Land east of Surfleet Road	1.69	34
Pin065	Birchgrove Garden Centre, Surfleet Road	2.44	49
TOTAL		5.45	109
Sutterton			
Sut009/Sut028	Land south of Spalding Road/west of Station Road	12.44	263
TOTAL		12.44	263
Sutton Bridge			
Sub013	Land south of Bridge Road	10.25	210
TOTAL		10.25	210
Swineshead			
Swi015	Land west of Station Road	5.81	116
Swi018	Land at North End	1.74	35
Swi037	Land west of High Street	2.94	59
Swi038	Land west of Station Road	3.77	75
TOTAL		14.26	285
Bicker			
Bic005	Land west of Low Gate Lane	0.48	10
Bic015	Land west of Drury Lane	0.51	10
Bic017	Land east of St Swithins Close	0.91	18
TOTAL		1.90	38
Butterwick			
But002	Land east of Sea Lane	1.05	21
But004	Land east of Benington Road	1.03	21
But020	Land north of Peter Paine Close	0.77	15
TOTAL		2.85	57
Cowbit			
Cow004	Land west of Backgate	1.63	33
Cow009	Land west of Backgate	1.03	21
TOTAL		2.66	54
Deeping St Nicholas			

Dsn007	Caulton's Field, Littleworth Drove	3.19	66
TOTAL		3.19	66
Fishtoft			
Fis046	Land east of Gaysfield Road	2.69	54
TOTAL		2.69	54
Fleet Hargate			
Fle003	Land south of Fleet Road	1.88	38
TOTAL		1.88	38
Gedney Hill			
Geh003	Land west of Hillgate	3.34	67
Geh004	Land north of Mill Lane	0.82	16
Geh015	Land east of West Drove South	1.44	29
TOTAL		5.60	112
Gosberton			
Gos001	Land east of York Gardens	3.80	76
Gos003	Land west of Quadring Road	4.05	81
Gos006	Land north of Westhorpe Road	0.50	10
Gos023	Bowgate Lane	3.49	70
TOTAL		11.84	237
Moulton			
Mou016	Land east of Broad Lane	0.86	17
Mou023	Land east of Church Lane	0.51	10
TOTAL		1.37	27
Moulton Chapel			
Mou029	Land south of Roman Road	2.86	46
Mou042	Land north of Roman Road	3.90	78
TOTAL		6.76	124
Old Leake			
-	-	-	-
TOTAL		-	-
Quadring			
Qua002	Land south-west of Main Road	0.69	14
Qua003	Land north-east of Main Road	4.15	83
Qua004	Land east of Cresswell Drive	0.88	18
TOTAL		5.72	115
Surfleet			
Sur003	Land north of Station Road	1.23	20
Sur006	Land south of Park Lane	1.30	26
Sur016	Land west of Coalbeach Lane South	2.18	44
TOTAL		4.71	90
Sutton St James			
Suj007	Land south of Chapel Gate	0.53	11
Suj012	Land south of Chapel Gate	2.10	42
TOTAL		2.63	53
Tydd St Mary			
Tyd014	Land at Lowgate	1.54	31
TOTAL		1.54	31
Weston			
Wsn003	Land north of High Road	6.11	135
Wsn022	Land east of Small Drove	3.88	60
Wsn029	Land off High Road	2.83	57
TOTAL		12.82	252
Whaplode			
Wha002	Land east of Stockwell Gate	1.95	39
Wha019	Land south of Cobgate	1.37	27
Wha029	Land off Main Road	1.61	33

TOTAL		4.93	99
Wigtoft			
Wig014	Land west of Asperton Road	0.94	19
TOTAL		0.94	19
Wrangle			
Wra013	Land west of Tooley Lane/north of Main Road	2.25	45
TOTAL		2.25	45

Table 3: South East Lincolnshire Housing Allocations

Monitoring

No of housing completions per annum for the Plan area and by settlement

Housing commitments derived from extant and submitted planning applications, by settlement per annum

5.3 Vernatts Sustainable Urban Extension

- 5.3.1 The need for a second urban extension in Spalding to meet a significant part of its housing need and help fund the delivery of the Spalding Western Relief Road (the first being the 2,250-dwelling Holland Park scheme to the south-west of the town which is under construction) has been longstanding, since the preparation of the Preferred Options report⁶.
- 5.3.2 However, following the Preferred Options report⁶, work on developing the detail of this proposal (through the Local Plan: draft for public consultation⁷ and the Preferred Sites consultation⁸), informed by a variety of public consultation comments and other considerations, has led to two significant changes to the concept: the aim of avoiding the virtual coalescence of the settlements of Pinchbeck and Spalding has been dropped for reason of practicability; and the need to ensure that, given its significant size, this proposal makes provision for the majority of housing development to be delivered after the completion of the that part of the Spalding Western Relief Road running from Spalding Road all the way to the A151 Bourne Road, thus avoiding the creation of a significant 'cul-de-sac' development.

Policy 12: Vernatts Sustainable Urban Extension

Land to the north of the Vernatt's Drain, as identified on the Policies Map (Pinchbeck and Spalding Inset), will provide approximately 4,000 dwellings and supporting community infrastructure, the Northern Section and part of the Central Section of the Spalding Western Relief Road (SWRR) and significant open space.

The urban extension will be delivered in several phases as follows, the completion of which is expected to extend beyond the Local Plan period:

A. **Phase 1** will include:

1. the creation of a five-spur roundabout at the junction of Spalding Road with Enterprise Way (Roundabout 1, which will form the first part of the Northern Section of the SWRR);
2. the development of approximately 500 dwellings on land to the east of the Joint Line railway and north of the proposed Northern Section of the SWRR, accessed off the five-spur roundabout;
3. land lying to the east of the Joint Line railway and south of the proposed Northern Section of the SWRR to be designated as Recreational Open Space which will be protected from built development;
4. 4 ha of land adjoining Market Way to be designated as Recreational Open Space which will be protected from built development;

B. **Phase 2** will include:

1. the south-westward continuation of the Northern Section of the SWRR from its spur on Roundabout 1, via a bridge crossing of the Joint Line railway to its end point at a roundabout junction (Roundabout 2) situated to the west of Two Plank Bridge; and
2. the development of approximately 500 dwellings and appropriate community infrastructure accessed off Roundabout 2, which are expected to be completed within the Local Plan period.

C. **Phase 3** will include:

1. the first stage of the Central Section of the SWRR, which involves its south westward continuation in parallel with the Vernatt's Drain up to a bridge crossing of it to the west of Wygate Park, and then leaving the urban extension and progressing southwards to a roundabout junction with the A151 Bourne Road; and
2. following the completion of the SWRR to its junction with the A151 Bourne Road, the development of approximately 3000 dwellings and appropriate community infrastructure beyond the Local Plan period, accessed off a combination of Roundabout 2, and one or more junctions on that part of the SWRR lying within the urban extension.

The provision of new or enhanced physical and community infrastructure will be required to mitigate the impact of development across the three phases of the urban extension and contribute to the creation of a sustainable community. Some of this will be provided within the urban extension and some outside, as appropriate. It will be secured via S106 legal agreements and relate to the provision of:

1. a local centre within the urban extension to west of the Joint Line railway;
2. nursery, primary and secondary school places;
3. health care facilities; and
4. open space and sports and recreational facilities.

Development proposals will be expected to:

- i. provide an element of affordable housing in accordance with Policy 15;
- ii. provide a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development;
- iii. take account of agreed Design Codes (or other mechanisms employed) to ensure high-quality and locally-distinctive design;
- iv. make appropriate provision of on-site open space, including any specific requirements identified to mitigate any impacts identified by project-level HRA;
- v. maximise opportunities for safe and convenient walking and cycling by giving careful consideration to the location of key uses;
- vi. integrate sufficient car and cycle parking in accordance with the standards set out in Policy 31;
- vii. demonstrate that potential noise and visual impacts arising from the Spalding Western Relief Road and the Joint Line railway can be adequately mitigated; and
- viii. incorporate a comprehensive Sustainable Drainage System to manage surface water drainage and safeguard against any increased flood risk.

Further detail relating to the delivery of this proposal will be set out in separate master plans for the individual phases to be agreed with South Holland District Council and its partners.

In order to assist the delivery of this proposal, the land accommodating the route of the Northern and Central (first stage) Sections of the SWRR will be protected, and in association with the grant of planning permission for any particular phase of the urban extension, schemes secured by either planning condition or legal agreement for its transfer to, or adoption by, the relevant public body shall be agreed.

Reasoned Justification

- 5.3.2 The provision of an additional 4,000 new homes is expected to require significant supporting community infrastructure to meet the needs of future residents in the Local Plan period and beyond. This could include education, healthcare and sports facilities as well as affordable homes. Infrastructure requirements for the urban extension will be developed through the Infrastructure Delivery Plan⁵ and Whole Plan Viability Assessment⁴, and through negotiations with developers and partners. A green infrastructure strategy will show how the extent and mix of open space functions will be managed, in the long term, and should incorporate the findings of the project-level HRA required for this site (see Policy 24). All provision should also be identified on the respective master plans for each phase.
- 5.3.3 The rationale that has informed the evolution of the policy from that set out in the Preferred Options report⁶ to that now detailed in Policy 12 is explained in 'A strategy for the delivery of a further phase of the Spalding Western Relief Road and major housing growth in Spalding' Background Paper⁴⁶.

Monitoring

Number of housing completions within the sustainable urban extension per annum
Amount of the northern phase of the SWRR delivered within each five year period

5.4 Holbeach West Sustainable Urban Extension

- 5.4.1 The Holbeach West Sustainable Urban Extension is identified as a strategic location for new housing over the Local Plan period and beyond. It is an extensive, mainly greenfield site, covering about 44ha, adjacent to the western boundary of Holbeach, extending west to the A151 and is contained to the north by the A17, and to the south by the Spalding Road. The site is closely related to HO002: Holbeach Food Enterprise Zone (see Policy 8) to the west of the A151.
- 5.4.2 The National Planning Policy Framework⁹ recognises that allocations should help deliver the development and infrastructure required in the Local Plan area over the period of the Local Plan. The residential provision at Holbeach West is an opportunity to bring forward a range of new housing, early in the Local Plan period, as part of a comprehensively planned and sustainable neighbourhood with associated community facilities, and green and physical infrastructure.

Policy 13: Holbeach West Sustainable Urban Extension

44 ha of land at Holbeach West is allocated for residential use, and will be developed according to a masterplan for the area, to be agreed with South Holland District Council, so as to deliver the following:

1. approximately 900 new homes, of which about 750 new dwellings and associated infrastructure will be delivered in the Local Plan period (2011-2036); the remaining dwellings and associated infrastructure will be delivered thereafter, as part of a new neighbourhood;
2. up to 25% affordable housing provided across the development, the tenure mix to be agreed prior to each phase;

3. an overall housing mix to include housing designed to meet the national space standards¹⁰, capable of being readily adapted to meet a range of needs and/or housing to meet specific needs;
4. publicly accessible green infrastructure to include:
 - i. green corridors alongside the New River Drain and other drains crossing the site to provide a well-connected green network for access and recreation;
 - ii. wetlands and woodland and associated environmental enhancements to enhance the biodiversity value of the site;
 - iii. a 2ha local park and other multifunctional open space to be a focus for informal recreation and children's play within each neighbourhood
 - iv. specific requirements identified to mitigate any impacts identified by the project-level HRA;
5. significant structural landscaping belts along the boundaries with the A151 and the A17;
6. a flood management scheme for fluvial and surface water run off;
7. a network of linked streets, including new road links from the A151 and Spalding Road connecting the northern and southern areas;
8. new high quality walking and cycling access along main routes and green corridors to link in with existing foot/cycle paths, including a new foot/cycle path along Northons Lane;
9. capacity to extend public transport routes within the site and to link to HO002: Holbeach Food Enterprise Zone;
10. high speed broadband to every home.

Improvements to physical and community infrastructure will be required to mitigate the impact of development and contribute to the creation of a sustainable community. These will be secured via a S106 agreement to:

1. support the provision of the roundabouts on the A151 and at the A151/A17 junction;
2. provide additional nursery, primary and secondary school places;
3. support the provision of health care facilities; and
4. enhance existing sports facilities in Holbeach.

Reasoned Justification

- 5.4.3 Essential for the proper planning of the area is to create a neighbourhood where people will aspire to live and to ensure that the new community integrates positively with the existing neighbouring residents to the east and south, which also provides links to HO002: Holbeach Food Enterprise Zone to the west. The details will need to be identified in a comprehensive masterplan, agreed with South Holland District Council to guide the development and infrastructure of the area within the Local Plan period, and beyond.
- 5.4.4 The phasing of supporting infrastructure will be important. Key infrastructure (such as road links to the A151 and to Spalding Road) should begin delivery from the outset: and other on-site infrastructure, such as the internal road network, should be designed with capacity to accommodate further development beyond 2036.
- 5.4.5 Whilst about 750 new homes are envisaged by 2036, the end date of this Local Plan, to ensure that there is a continuous supply of housing land there is an expectation that further new development will continue on this site well beyond 2036. To enable this, and allow for more than one developer to build at any one time, residential development should be

planned to be built out from the south and north in parallel progressing to the centre of the site in the long term.

- 5.4.6 The development will be expected to include a range of house types and sizes. This area is particularly suitable for three and four bedroom family homes, smaller family homes to support newly formed families and bungalows for older people, addressing a shortfall in the stock compared to demand^{23, 24}. An appropriate amount, type and mix of affordable housing will also be required on site; this should be 25% of the planned development, unless a viability statement indicates otherwise. All should be designed to meet the appropriate national space standards¹⁰, be safe and accessible to a range of shops and services.
- 5.4.7 Ensuring future residents have access to education is important; safe, well-lit routes between Holbeach West and local primary and secondary schools will be required. It may also be necessary to secure additional capacity at existing GP surgeries and schools in Holbeach to ensure residents, existing and future, have no adverse impacts in terms of access to health care and education. The educational and health care provision will be provided for through a s106 agreement.
- 5.4.8 A Flood Risk Assessment will ensure that development does not increase fluvial and surface water flood risk, and preferably, secures betterment. Parts of Holbeach West are at high risk of surface water flooding, meaning that a sustainable drainage network of balancing ponds, swales and other features needs to be integrated into the new development and green infrastructure. The scheme should also aim to increase the level of protected and priority habitats and species that are found in the area and provide for recreation and education.
- 5.4.9 A green infrastructure strategy will show how the extent and mix of open space functions will be managed, in the long term, and should incorporate the findings of the project-level HRA required for this site (see Policy 24). Connectivity and access for pedestrians, cyclists and equestrians along and between existing and new green corridors should be provided or improved, particularly along Northons Lane, alongside the A151, the A17, drains and between different neighbourhoods and for home, work, school and leisure. The biodiversity value of the landscape should be significantly enhanced; mature trees and hedgerows will be retained appropriately, and new environmental enhancements including wetlands, ponds and woodland will create a more natural landscape for wildlife. Complementary provision of accessible space for recreation, adventurous and natural play, including a 2ha local park, as well as space to grow food, will be provided close to homes. Together this approach will help address residents open space needs.
- 5.4.10 At its boundaries, particularly alongside the A17 and A151, significant structural landscaping, with mixed native woodland and species rich planting should create a positive vibrant green environment which will protect residents amenity by minimising noise from the adjoining road network, while creating an attractive pedestrian and cycle corridor linking the development with the Food Enterprise Zone. To support ongoing management and maintenance of high quality spaces, a green infrastructure management scheme will need to be agreed through the masterplanning process.
- 5.4.11 A Heritage Impact Assessment will ensure that the significance of the Grade II listed building adjoining the site and any associated archaeological remains are identified, and addressed in the masterplan.

- 5.4.12 Access to, and within, Holbeach West will be easy on foot and by bicycle. Sustainable travel routes should radiate, linking provision to both existing and proposed housing areas and other main travel routes. Valuable new routes will be added providing connections to employment, schools, and to the town centre. The new road to the A151 will also enable sustainable access to the Food Enterprise Zone to the west. Existing bus stops close to the southern access will also enable the existing frequent bus service to Spalding and King's Lynn to be accessed by new residents. This high-quality provision will provide attractive travel choice for residents.
- 5.4.13 A Transport Assessment will ensure that the extra traffic generated by the development does not have an adverse impact on the local highway network, or affect the efficient functioning of the major highway network, particularly at junctions with the A151 and the A151/A17, the later of which experiences a high volume of traffic, particularly at peak times. To avoid severe impacts on these networks the proposed development will need to mitigate its impact by contributing to planned highways improvements along the A151 and the A17 to reflect the amount and type of development proposed (see Policy 29). The development must also include roads designed to an appropriate standard to link areas of new development to the existing highway network. These will form a package of measures secured through a s106 agreement.

Monitoring

Number of housing completions within the sustainable urban extension per annum

Delivery of Peppermint Junction highways improvements

5.5 Providing a Mix of Housing

- 5.5.1 Providing a mix of property types is not only important in meeting housing needs but is also important in delivering sustainable development for the community. In addition, a mix of properties encourages diverse design that can result in development layouts that are varied, interesting and distinctive. Such developments will also be more attractive to house buyers.

Policy 14: Providing a Mix of Housing

In residential developments of 10 or more dwellings the Local Planning Authorities will seek to secure a mix of property types to meet the housing needs of the Local Plan area for both market and affordable housing.

1. In Boston Borough the following needs have been identified:
 - One bedroom homes: About 5% of market and 33% of affordable
 - Two bedroom homes: About 33% of market and 40% of affordable
 - Three bedroom homes: About 48% of market and 26% of affordable
 - Four or more bedroom homes: About 12% of market and 1% of affordable
2. In South Holland the following needs have been identified:
 - One bedroom homes: 0 - 5% of market housing and 20 -25% of affordable
 - Two bedroom homes: 30 - 35% of market and 35-40% of affordable
 - Three bedroom homes: 45-50% of market and 30-35% of affordable
 - Four or more bedroom homes: 15-20% of market and 5-10% of affordable

Where specific site constraints may lead to proposals that vary substantially from the indicative range of house sizes the applicant will need to provide evidence to justify this.

Reasoned Justification

- 5.5.1 Housing needs and house types will change over time but by aiming for a mix of development on all sites of 10 or more dwellings it is expected that such developments will not only bring about better overall design but will remain, sustainable, viable and attractive residential environments in the long term. The percentages shown in Policy 14 do not add up to 100%, and for South Holland an indicative range is shown. The differences in approach are a consequence of the different approaches taken in the Strategic Housing Market Assessments^{22,23,24}. In general, the mix of housing should be applied with some flexibility; the size and shape of each site, the type and tenure of housing proposed, such as sheltered housing for older people or specialist housing for those with disabilities, as well as site-specific constraints and viability may inform the housing mix. This may include provision of affordable housing (see Policy 15). Planning conditions or a Section 106 agreement will be used to secure the appropriate mix of housing.
- 5.5.2 In consideration of the mix of house types it will also be important for developers to provide housing units that are fit for purpose. Outside Building Regulations, the Local Planning Authorities will advise developers to, at least, meet the minimum space standards in national guidance¹⁰.

Monitoring

Number of homes completed by size to meet market and affordable housing needs per annum

5.6 Affordable Housing

- 5.6.1 In promoting sustainable development the Local Plan has several challenges to meet, one of the most fundamental is to meet the housing needs of all the community (including young families, housing for people with disabilities and older people). The provision of new affordable housing is a basic need for low income families and individuals that may be reliant on private-rented accommodation that is inadequate or costly, or have little choice but to share overcrowded accommodation. Health, social and economic well-being are just some of the factors that might be constrained by having inadequate housing.
- 5.6.2 The Strategic Housing Market Assessments^{22,23,24} for the Local Plan area confirm there is a significant proportion of the overall housing need to be met by affordable housing. Whilst existing social housing stock, properties in the private-rented sector and vacant housing brought back into use, will continue to meet needs it is recognised that new affordable housing stock is needed to improve choice and provide improved accommodation that is more energy efficient. As a result, new affordable housing may be provided in many ways, including: - by developers who are acting as social landlords, or as a proportion of a market housing development scheme. As with new market housing stock, new, affordable housing will also be built to be flood resilient where this is necessary.

Policy 15: Affordable Housing

In South East Lincolnshire the following need for affordable housing has been identified and will be sought:

- A. In Boston Borough about 100 new affordable dwellings per annum, equating to one third of the overall annual housing need; and
- B. In South Holland about 280 new affordable dwellings per annum, equating to about two thirds of the overall annual housing need.

The affordable housing need will be met on:

- 1. market housing sites of 11 or more dwellings (or residential developments with an internal floor area of 1000sqm or more) with a requirement of:
 - i. 20% being affordable housing on sites in Boston Borough; and
 - ii. 25% being affordable housing on sites in South Holland;
- 2. through sites proposed by housing providers specifically for affordable housing; and
- 3. through Rural Exceptions Sites.

The proportion of affordable housing that can be provided on market housing sites may vary according to site-specific considerations such as viability, other infrastructure requirements and the type of affordable housing need to be met. The following requirement will be sought in each Local Planning Authority area:

- 4. on sites in Boston Borough a mix of 75% affordable rented and 25% intermediate housing; and
- 5. on sites in South Holland a mix of 70% affordable rented and 30% intermediate housing

On site provision will be required. Where circumstances relating to the delivery of affordable housing make it impractical to deliver the affordable housing on site, developers will provide sound evidence to the Local Authority why on site provision cannot be achieved. Where such evidence is accepted by the Local Authority the developer will be expected to make equivalent off-site provision or a financial contribution to enable the need to be met elsewhere. In Boston Borough this will be elsewhere in the sub area in which the site is located (either: Boston, North/East Parishes or South/West Parishes). In South Holland elsewhere is anywhere within the District.

Reasoned Justification

- 5.6.3 It is acknowledged that the need for affordable housing may occur in settlements of different sizes, and therefore access to employment, physical, social or green infrastructure will vary, especially where car ownership may be limited. However, Policy 15 will be supported by other policies in the Local Plan with regard to the sustainability of sites for development.
- 5.6.4 The proportion of affordable housing to be provided on-site through a market housing scheme will be dependent upon several factors, in particular, the other development costs that might need to be met to make the development sustainable. The guidelines provided by Policy 15 will need to be weighed up against other infrastructure costs as covered by other policies in the Local Plan, including developer contributions. In some instances, a site-specific viability assessment will be needed in order to determine whether the priorities identified for a development can be met (see Policy 7 for more information). On market housing sites the proportion of affordable housing will usually be secured by Section 106 agreements although Planning Conditions may be appropriate in particular circumstances.
- 5.6.5 With changes brought through by The Housing and Planning Act 2016 the definition of affordable housing now includes 'Starter Homes'. These are defined as market housing with a 20% reduction on the normal market price. They would be limited to first time buyers under the age of 40 and capped at £250,000. This legislation (to be supported by Statutory Instruments and national planning guidance) will seek to ensure that a proportion of affordable housing (yet to be announced) will be Starter Homes with other more traditional forms of affordable housing coming thereafter. However the inclusion of Starter Homes on a development can improve the viability of the development and the Whole Plan Viability Assessment⁴ indicates that other forms of affordable housing (e.g. affordable rented and intermediate housing) may also be viable on the same site. Policy 15 will provide a flexible approach which could work when further changes to the delivery of national policy are known.
- 5.6.6 Evidence from the Strategic Housing Market Assessments^{22,23,24} suggest that starter homes provided at 20% below market value will only be of marginal benefit in meeting overall affordable housing needs. This is because income levels for the majority of those in need of affordable housing would still be below the market level with the 20% reduction. It is also the case that to commit to a Starter Home and a mortgage requires job security and a steady income. Policy 15 indicates a flexible approach towards the proportion of affordable housing that might be met on any one site. This is necessary as one type of affordable housing product (social-rented, mixed tenures or Starter Homes) are unlikely to meet the overall need on any one site and also the viability of individual sites in relation to land values and the profitability of developments will vary, especially over the Local Plan period. The Local

Planning Authorities will ask for site-specific viability assessments where there is uncertainty that a submitted scheme will meet overall housing needs. The following mix for affordable housing tenure types has been assessed as meeting affordable housing requirements:

- Boston Borough – 75% affordable rented and 25% intermediate housing (e.g. shared ownership products)
- South Holland – 70% affordable rented and 30% intermediate housing (e.g. shared ownership products)

The Local Authority will assess housing proposals and seek the best mix taking into account local evidence of housing need and/or to ensure that schemes remain financially viable, subject to evidence and negotiation.

- 5.6.7 On market housing sites the affordable housing need will be met on site unless evidence of specific-site constraints relating to the delivery of affordable housing on site are provided by the developer to the satisfaction of the relevant Local Authority. In such circumstances the developer must also demonstrate that off-site provision or financial contributions will be as beneficial in meeting affordable housing need. The assessment of the financial contribution will consider all the normal viability costs that would be assessed were on site provision of affordable housing to be met.
- 5.6.8 In Boston Borough off-site provision may be met on appropriate sites within settlements in the same SHMA sub-area²² of either: Boston, North/East parishes or South/West parishes. In South Holland the off-site provision may be met on sites elsewhere in the District.

Monitoring

The number of affordable homes completed per annum

5.7 Rural Exception Sites

- 5.7.1 The Strategic Housing Market Assessments^{22,23,24} and the Whole Plan Viability Assessment⁴ indicate that meeting the housing needs, particularly for affordable housing is a significant challenge. Therefore, promoting specific housing provision particularly affordable housing (see Policy 15) is a significant challenge.
- 5.7.2 Policy 16 provides a framework for considering proposals rather than identifying specific sites. That is because the scale and variety of specific housing needs throughout the numerous settlements in the spatial strategy (see Policy 2) and options for sites are substantial. Policy 16 may, however, be seen as a starting point by which the housing providers and local councils, for example, can work with the Housing Authorities and the Local Planning Authorities.

Policy 16: Rural Exception Sites

Proposals for housing on sites situated outside, but adjoining the defined settlement boundaries identified by Policy 2 will be permitted where the following criteria are met:

1. the scheme would meet an identified local need for affordable housing, Starter Homes or specialist housing that cannot be met within the settlement boundaries;
2. the scale of the development would be in-keeping with the role and function of the settlement; and
3. pre-application engagement with the local community has been undertaken to the satisfaction of the Local Planning Authority.

Where it is demonstrated that a proportion of market housing is necessary to cross-subsidise the specific identified housing need the housing market proportion will be 50% or less.

The housing need to be met will be secured by legal agreement to ensure that the need can be met in perpetuity and available for members of the immediate community.

Reasoned Justification

- 5.7.3 Policy 16 provides the opportunity for a number of specific housing need gaps to be met. Affordable housing, in general, is likely to be the need to be met but Policy 16 would also allow more specific elements of housing to come forward, such as Starter Homes or sheltered accommodation within the social-housing rented sector.
- 5.7.4 Rural Exception Sites are specific to an identified need and to a particular settlement; therefore local understanding of the need and general support within that community will be required for proposals to be considered positively. Evidence will need to be provided to the Local Planning Authority and Housing Authority that the proposals are deliverable and that they provide mechanisms for the specific local housing need to be met. Where site or financial viability constraints indicate that cross-subsidy through an element of market housing provision may be necessary the Local Planning Authority will need to be satisfied that there are no other options (e.g. funding from other sources) available. It must be evident from the proposal that the local affordable housing need is the focus of the proposal so market housing cross-subsidy should be no more than 50% of the overall scheme.

Monitoring

Number of affordable and market homes committed on Rural Homes Exception Sites

5.8 Accommodation for Gypsies, Travellers and Travelling Showpeople

5.8.1 In Planning policy for traveller sites, 2015⁴⁷, the Government identifies that its ‘overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life for travellers while respecting the interests of the settled community’. It goes on to identify that it expects Local Plans to:

- be based upon robust evidence of the likely accommodation needs of gypsies, travellers and travelling showpeople;
- set targets to meet these needs;
- identify enough sites to accommodate at least the first ten years’ needs; and
- set out criteria to guide land supply allocations and decisions on planning applications.

Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople

Between 2011 and 2036, evidence suggests that, in South East Lincolnshire, there will be a need for the provision of:

- a) 4 new permanent residential pitches for gypsies and travellers; and
- b) 1 new permanent residential plot for travelling showpeople.

This need will be met through the development of the sites identified on the Policies Map.

Additional needs which may arise during the Local Plan period will be met through the determination of planning applications on other, unallocated sites.

Planning permission will be granted for proposals on allocated and unallocated sites provided that they:

1. provide occupants with an acceptable standard of amenity;
2. are not located adjacent to uses likely to endanger the health of occupants, such as a refuse tip, water recycling centres or contaminated land;
3. will be adequately provided with appropriate infrastructure such as electricity, drinking-water, waste-water treatment and recycling/waste management;
4. respect the scale of the nearest settled community;
5. will not have a significant adverse effect on the amenities of existing local residents or adjoining land users;
6. will not place undue pressure on local infrastructure;
7. will be successfully assimilated into both their immediate environs and the wider landscape;
8. will not adversely affect heritage assets or areas of importance to nature conservation; and
9. will not prejudice highway safety or give rise to problems of parking or highway access.

Planning permission will be granted for:

A. sites for permanent residential use if they:

- i. provide occupants with access to education, health care and recreational facilities, shops and employment within reasonable travelling distances, preferably by walking, cycling or public transport;

- ii. are suitable (or capable of being made suitable) for mixed residential and business use;
 - iii. are not located within Flood Zone 3a or 3b; or
 - iv. are located in Flood Zone 2 and the Sequential and Exception Tests have not been passed; and
- B. sites for transit or stopping place use if they:
- i. are not located within Flood Zone 3b; or
 - ii. are located within Flood Zone 3a and the Sequential and Exception Tests have been passed.

Reasoned Justification

5.8.2 Interviews conducted with gypsy, traveller and travelling showperson households for the Boston and South Holland Gypsy and Traveller Accommodation Assessment, 2016 (GTAA)⁴⁸ identify that there is a 'known' need for the provision of:

- 1 residential pitch in Boston Borough and 4 residential pitches in South Holland District for gypsy and traveller households;
- 1 residential plot in South Holland District for a travelling showperson's household; and
- no new transit pitches.

5.8.3 It is not considered necessary for the need identified in Boston Borough to be reflected in the Local Plan's targets, because it can be satisfactorily accommodated on vacant pitches on the Redstone Traveller Site in Boston. However, the other 'known' needs translate into the targets set out in Table 4 below.

	Years 1-5 (1 April 2011 to 31 March 2016)	Years 6-10 (1 April 2016 to 31 March 2021)	Years 11-15 (1 April 2021 to 31 March 2026)	Years 16-20 (1 April 2026 to 31 March 2031)	Years 21-25 (1 April 2031 to 31 March 2036)	TOTAL (1 April 2011 to 31 March 2036)
Residential pitches for gypsies & travellers (Boston Borough)	0	0	0	0	0	0
Residential pitches for gypsies & travellers (South Holland)	0	1	1	1	1	4
Residential plots for travelling showpeople (Boston Borough)	0	0	0	0	0	0
Residential plots for travelling showpeople (South Holland)	0	1	0	0	0	1
Transit pitches (Boston Borough)	0	0	0	0	0	0
Transit pitches (South Holland)	0	0	0	0	0	0

Table 4: Pitch and plot targets for gypsies, travellers and travelling showpeople in South East Lincolnshire (1st April 2011 to 31st March 2036)

5.8.4 The Local Plan identifies two areas of land to meet these needs, namely:

- **Land at The Stables, Baulkins Drove, Sutton St James:** allocated as a 'Proposed Residential Travelling Showperson's Site', to provide accommodation for one additional household (see Inset Map No. 24); and

- **Land at Bleu Raye Farm, Mill Gate, Whaplode Fen:** allocated as a 'Proposed Residential Gypsy/Traveller Site', to provide accommodation for four households (see Inset Map No. 72).

5.8.5 The GTAA⁴⁸ also identifies an 'unknown' need for up to 16 additional residential pitches for gypsy and traveller households (up to 3 in Boston Borough, and up to 13 in South Holland. ['Unknown' needs are those which may arise from gypsy, traveller and travelling showperson's households who were not interviewed by the GTAA consultants.] This 'unknown' need will be met by determining planning applications, taking into account the provisions of the NPPF⁹, Planning policy for traveller sites⁴⁷, and the policies of this Local Plan (in particular Policy 17).

5.8.6 Sites must:

- a) be safe - in terms of flood risk (caravans are potentially more vulnerable in a flood event), vehicular access and 'bad neighbour' uses that might threaten the health of occupants;
- b) provide occupants with an acceptable quality of life - access to essential services and facilities, and reasonable environmental quality; and
- c) not harm their surroundings or the amenities of neighbours.

Monitoring

Net additional residential pitches for gypsies and travellers

Net additional residential plots for travelling showpeople

Net additional transit pitches

5.9 Houses in Multiple Occupation and the Sub-Division of Dwellings

- 5.9.1 The Housing Act 2004 provides a definition of a House in Multiple Occupation (HMO), which, in summary, is that it is a building or part of a building that is rented out by at least 3 people who are not from 1 'household' (e.g. a family) but share some facilities such as a bathroom or kitchen.
- 5.9.2 HMOs accommodating six or more unrelated individuals are unclassified by the Town and Country Planning (Use Classes) Order 1987, as amended. They are therefore described in planning terms as 'Sui Generis' and require planning permission. Policy 18 provides a framework for determining planning applications for HMOs considered as being 'Sui Generis'.
- 5.9.3 Policy 18 also applies to proposals to sub-divide larger houses into two or more dwellings.

Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings

Proposals for the creation of large Houses in Multiple Occupation and the sub-division of dwellings will be permitted provided that, in each case:

1. it would not result in the loss of family-sized dwellings in high density residential areas and streets of predominantly terraced and/or semi-detached properties;
2. it would not significantly harm the amenities of the occupiers of adjoining or neighbouring properties, by way of noise, overlooking, general disturbance or impact on visual amenity;
3. it would not have a significant adverse impact on the character and appearance of the area, including the historic and natural environment;
4. adequate provision is made for the storage and disposal of refuse and recycling;
5. it would not have a significant adverse impact on the surrounding area by way of increased on-street parking, impaired highway safety or by impeding proper access to the area;
6. the site has good access – by walking and cycling – to community facilities, services, public transport and local employment;
7. an adequate standard of residential accommodation and residential amenity is provided for future occupiers; and
8. adequate provision is made for the communal gardens and amenity areas.

Where all of the above criteria are satisfied, the Nationally Described Space Standards¹⁰ (or any successor) will be applied to ensure that the occupiers have adequate floor space.

Where appropriate for licensing purposes, proposals for the creation of a HMO should be in accordance with DASH space standards (or any successor).

Reasoned Justification

- 5.9.4 HMOs form an important element of South East Lincolnshire's housing stock and can provide a useful low-cost form of accommodation for single persons and those on low incomes. But they can result in the loss of family-sized units and a consequential increase in the overall number of units unsuited to family occupation. This poses serious issues for maintaining a mixed housing offer across South East Lincolnshire. The Strategic Housing Market Assessments^{22,23,24} for the Local Plan area signal that the greatest demand in the future will

be for three bedroom homes. It is important, therefore, that an approach is taken to the creation of HMO and sub-division of existing properties, which allows only those that do not impact upon the overall supply of family-sized homes. In applying this policy, 'family-sized dwellings' means houses with 3 or more bedrooms.

- 5.9.5 Policy 18 also applies to proposals to sub-divide larger houses into two or more dwellings. Such schemes are popular because they can provide additional smaller units of housing, often at less cost than new build, and can often preserve the life of older buildings by providing an opportunity for their renovation.
- 5.9.6 However, HMOs and the sub-division of dwellings can raise a number of issues and problems, particularly in areas of high concentration, including: parking provision, waste/recycling storage and removal, privacy and visual and residential amenity (particularly in terms of noise generation).
- 5.9.7 Any significant impact on the surrounding roads and the amenity of future residents and adjoining or neighbouring properties should be minimised. Furthermore, it is important to ensure that development takes place in appropriate locations, avoiding the over-concentration of such properties where the issues above would be proliferated.
- 5.9.8 The NPPF⁹ favours development which facilitates the use of sustainable modes of transport. Properties should therefore have good walking and cycling access to key services, facilities and a bus service (by which residents can reach such services and facilities). A distance of 400m is generally accepted as an appropriate walking distance to key services, facilities and public transport from home.
- 5.9.9 Proposals for the creation of HMOs and the sub-division of existing properties into flats should provide satisfactory standards of accommodation. One step in achieving this is to ensure that there is adequate living space which complies with Nationally Described Space Standards set out in national policy¹⁰. Furthermore, for some large HMOs, a licence is required. Where this is the case, the proposal should be in accordance with DASH space standards (or any successor).

Monitoring

Number of HMOs and flat conversions refused

The mix of sizes of housing completed compared with the Strategic Housing Market Assessment

5.10 Replacement Dwellings in the Countryside

- 5.10.1 For the purpose of policies in the Local Plan, areas outside of defined settlement boundaries are designated as Countryside. The rural areas of South East Lincolnshire are a precious resource and, consequently, the replacement of an original dwelling outside a settlement boundary will only be acceptable in certain circumstances.

Policy 19: Replacement Dwellings in the Countryside

Proposals for the erection of replacement dwellings outside defined settlement boundaries will be permitted provided that:

1. the residential use of the building to be replaced (the original building) has not been abandoned;
2. the original building is permanent, has not become derelict and is not the result of a temporary permission;
3. the original building is not of architectural or historic merit and is not capable of repair, restoration would be preferred to replacement;
4. the replacement building is of a high standard in terms of architectural detailing and materials of construction;
5. the replacement building is positioned on a similar footprint to the original building unless it can be demonstrated that the re-positioning would benefit the character and appearance of the site and its locality; and
6. the replacement building does not exceed the floor area of the original dwelling by more than 40%, unless the development is of exceptional quality or innovative in nature in terms of its design, use of materials and levels of energy efficiency.

Where permission is granted, Permitted Development Rights may be removed in order to control future alterations or extensions that may impact on the appearance and character of the surrounding area.

Reasoned Justification

- 5.10.2 The landscape of South East Lincolnshire has a very rural character with extensive views and large open skies. In order to preserve this, it is necessary to adopt a policy approach to replacement dwellings in the Countryside which ensures that such proposals do not harm its character.
- 5.10.3 Consequently, the replacement of dwellings in the Countryside will be permitted provided that the dwelling to be replaced has not by its condition or subsequent use led to the abandonment of its residential use. Where a building has been demolished or has collapsed, or where because of its state of dereliction any new building work would in effect be creating a completely new dwelling in the Countryside, its replacement will not be permitted.
- 5.10.4 South East Lincolnshire's stock of traditional and historic buildings is a finite resource and so, where applicable, repair or restoration of the existing building should be considered in the first instance. Consequently, the applicant will be required to provide evidence that all options for repair and restoration have been explored and that demolition and replacement is the only justifiable option. This evidence will usually take the form of a structural report, ideally prepared by a suitably qualified professional experienced with conservation and

historic buildings. In the case of designated and non-designated heritage assets, the proposal should be considered in accordance with Policy 25: The Historic Environment.

- 5.10.5 Policy 18 will ensure that the highest standards in architecture are achieved in order to protect the Countryside from the visually intrusive dwellings which could detract from the rural character of the area.
- 5.10.6 The replacement dwelling should be located on a similar footprint to the dwelling which it replaces, unless it can be shown that a more appropriate location within the existing residential curtilage exists. For instance, relocation elsewhere within the existing residential curtilage may reduce flood risk, make the replacement dwelling less intrusive in the rural landscape or achieve safer access to the highway.
- 5.10.7 To help protect the character of South East Lincolnshire's rural areas, the replacement of dwellings need to be controlled in terms of scale, design and access to ensure that the replacement dwelling leads to an enhancement of its immediate surroundings. It is important to protect the rural landscape from the intrusion of large dwellings as these will have a greater impact on the character of the area – particularly in terms of their visual impact - in comparison to smaller dwellings. If the size of replacements is not restricted, there is also a risk that the supply of smaller rural dwellings will be progressively reduced which would have a negative impact on meeting the objective of providing housing suited to the needs of the population. Thus, planning permission shall not be granted for a replacement dwelling which exceeds the floor area of the original by more than 40%, unless the design is of exceptional quality or innovative in nature in terms of its design, use of materials and levels of energy efficiency in order to justify an exception to the policy limit. The design should be sympathetic to the site itself, the surrounding area and the character of the wider environment.
- 5.10.8 There is the potential for existing rural dwellings to be home to a variety of protected species, including bats and barn owls. These species are sensitive to disturbance and therefore at risk from building works. They are also protected under the 1981 Wildlife and Countryside Act (as amended), with bats being afforded additional protection by the Conservation of Habitats and Species Regulations 2010. Consequently, an ecological survey will be required where species protected by law or priority species listed under Section 41 of the Natural Environment and Rural Communities Act 2006 have the potential to be present.
- 5.10.9 Permitted development rights may be removed where permission is granted for a replacement dwelling so that control can be administered over the size and design of any future alterations or extensions to the dwelling or curtilage buildings to ensure that any development carried out at a later date does not have a materially harmful effect upon the character of the surrounding area.

Monitoring

Number of replacement dwellings completed in the countryside

5.11 The Reuse of Buildings in the Countryside for Residential Use

- 5.11.1 To promote sustainable development in rural areas, the NPPF⁹ requires local planning authorities to 'avoid new isolated homes in the countryside unless there are special circumstances', including where such development would reuse redundant or disused buildings and lead to an enhancement of the immediate setting. It also supports the transition to a low carbon future through the conversion of existing buildings.
- 5.11.2 The General Permitted Development Order gives Permitted Development Rights for the change of use of an agricultural building to residential use in certain instances. Therefore, this policy only applies to proposals that are not covered by these Permitted Development Rights.

Policy 20: The Reuse of Buildings in the Countryside for Residential Use

Proposals for the conversion of existing buildings which are located outside defined settlement boundaries to residential use will be permitted provided that:

1. the building is structurally sound and capable of conversion without the need for significant extension, alteration or rebuilding;
2. the building is of architectural or historic merit or makes a positive contribution to the character of the landscape, to justify conversion to ensure retention;
3. the proposal is in keeping with its surroundings;
4. the design is sympathetic to the character and appearance of the building in terms of architectural detailing and materials of construction; and
5. development leads to an enhancement of the immediate setting of the building.

Where permission is granted, Permitted Development Rights may be removed in order to control future alterations or extensions that may impact on the appearance and character of the surrounding area.

Reasoned Justification

- 5.11.3 Rural buildings, such as brick-built barns, can make a significant contribution to the character of an area and so there is a concern that they should not remain vacant, under-used or become derelict, detracting from the visual character and quality of the designated Countryside. Policy 20 therefore makes provision for the conversion and reuse of rural buildings as dwellings. South East Lincolnshire's stock of traditional and historic buildings is a finite resource and so conversions provide the opportunity to retain and enhance the architectural quality and character of the building and its setting. In the case of designated and non-designated heritage assets, the proposal should also be considered in accordance with Policy 25.
- 5.11.4 However, not all buildings in the Countryside are suitable for conversion as they may be of insubstantial construction, of poor design or not in keeping with their surroundings. Buildings to be converted should be structurally sound and proposals which require significant extension, alteration or rebuilding will be not acceptable. Structural surveys may be required in order to demonstrate that a building is structurally sound. Proposals which would involve rebuilding, rather than conversion, will be regarded as new dwellings in the Countryside and will not be permitted.

- 5.11.5 Proposals will be required to be sympathetic to the character and appearance of the building in terms of architectural detailing and materials of construction in order to conserve its interest. They should also seek to optimise the potential to enhance the character and quality of the site. In terms of vehicular access, proposals should meet the requirements of the Highways Authority.
- 5.11.6 Many rural buildings can be habitats for a variety of wildlife including bats and barn owls. These species are sensitive to disturbance and therefore at risk from building works. They are also protected under the 1981 Wildlife and Countryside Act (as amended), with bats being afforded additional protection by the Conservation of Habitats and Species Regulations 2010. Consequently, an ecological survey will be required where species protected by law or priority species listed under Section 41 of the Natural Environment and Rural Communities Act 2006 have the potential to be present.

Monitoring

Number of new dwellings completed by converting redundant rural buildings to residential use

6. Vibrant Town Centres and Accessible Shops and Services

- 6.0.1 South East Lincolnshire's eight town centres and local shops and services provide important opportunities for shopping, leisure and socialising as well as being key drivers of the local economy. National planning policy⁹ identifies that town centres are the preferred location for retailing and other 'main town centre uses' (offices, leisure, entertainment, arts, culture and tourism development, and intensive sport and recreation uses) - this is where the majority of retail development and other main town centre uses are concentrated, and where additional such development should go over the Local Plan period.
- 6.0.2 In general, South East Lincolnshire is well provided with shopping facilities; the quantity and quality (in terms of accessibility and the range of retailers and retail formats) is broadly appropriate to meet the needs of local people¹⁹. Most people are able to purchase convenience-goods (food and everyday items) within South East Lincolnshire, but there is a higher level of comparison-goods expenditure (clothes and household goods) outside the Local Plan area, although variations occur depending upon location and goods type. Residents have a fairly high level of satisfaction with current provision, but the Town Centre and Retail Capacity Study (2013)¹⁹ estimates that additional retail development will be required by 2031.
- 6.0.3 However, like many other areas in the UK, town centres within South East Lincolnshire face a number of challenges including changing consumer behaviour, such as online shopping and car-based out-of-centre retail and leisure development. Over the Local Plan period, the area's town centres will have to take on new roles that continue to respond to the needs of local people, while being resilient to economic change.

6.1 The Retail Hierarchy

- 6.1.1 National planning policy⁹ advocates the need to develop a hierarchy of centres that is resilient to anticipated future economic changes, with each performing a role appropriate to meet the needs of its catchment area. The Local Plan defines a diverse network of Sub-Regional, District and Local Centres across South East Lincolnshire; each has a different character and role, but all are the most accessible locations in the area, and therefore are well placed to be the focus for a range of town-centre uses for residents in that settlement and those living within each catchment. Thriving town centres also help reduce social isolation and health inequalities, improve community resilience as well as foster civic pride.
- 6.1.2 The main retail concentration is in Boston and Spalding Sub-Regional Centres; these centres will continue to be the focus of retail investment over the Local Plan period, as well as from investments in a range of leisure, entertainment, personal and professional businesses. Holbeach District Centre performs an important function by providing access to a wide range of retail and related services to serve the needs of the town and the immediate hinterland, while the Local Centres contain a smaller range of shops and services which support the daily needs of a smaller catchment. Weekly and specialist markets in each centre generate significant footfall and expenditure for local businesses, and will continue to be supported.
- 6.1.3 Elsewhere, local 'corner' and village shops, sometimes clustered with other local services, such as a petrol station, or within a neighbourhood parade, are particularly important for residents in areas relatively remote from town centres and for those without access to a car.

- 6.1.4 The General Permitted Development Order gives Permitted Development Rights for the change of use of retail uses to alternative uses in certain instances. Therefore, this policy only applies to proposals that are not covered by these Permitted Development Rights.

Policy 21: The Retail Hierarchy

Retail and other main town centre uses should be located in accordance with the following hierarchy, as defined on the Policies Map:

A. Sub-Regional Centres

The town centres of Boston and Spalding will be the locational focus for the development of town centre uses; planning permission will be granted for retail, food and drink outlets, financial and professional services, leisure and tourist-related uses (Classes A1-A5, B1, D1 and D2) and residential development.

B. District and Local Centres

In the District Centre of Holbeach and the Local Centres of Crowland, Donington, Kirton, Long Sutton and Sutton Bridge, town centre uses will be permitted where they, on their own or cumulatively with other permitted development, will generate no significant harm upon the vitality and viability of that centre or any other centre within the hierarchy, particularly with regard to their role for food shopping.

New development within the Sub-Regional, District and Local Centres will be expected to:

1. be of an appropriate scale taking into account the role of the centre;
2. be physically integrated and have good pedestrian and cycle links, with the rest of the centre;
3. generate a reasonable level of footfall and be open to the public;
4. contribute to an appropriate balance of uses;
5. achieve an acceptable level of amenity, including provision of refuse and recycling facilities; and
6. achieve an acceptable level of highway access, parking and servicing.

Outside the retail hierarchy, individual local shops and small neighbourhood clusters of them within a settlement boundary, which meet the day-to-day needs of nearby residents, will be promoted. Wherever possible such new uses should be located in close proximity to each other, unless serving very local catchments e.g. corner shops.

Outside the defined town centre boundaries, development proposing the change of use or loss of any premises or land currently or last used as a local shop (Class A1) will be permitted where it can be demonstrated that:

1. there is sufficient provision in the catchment area; and
2. the applicant has provided clear evidence that the property has been openly marketed without a successful conclusion for a period of not less than 12 months on terms that reflect the lawful use and condition of the premises.

The vitality and viability of centres in the retail hierarchy will be maintained and enhanced. Proposals for retail use outside the Primary Shopping Areas as identified on the Policies Map, or for other main town centre uses, outside the town centre boundaries and where not provided for under Policy 23, will be required to demonstrate their suitability through a sequential test in line with the National Planning Policy Framework⁹.

In addition, and other than for provision under Policy 23, a robust assessment of impact on nearby town centres will be required for any retail proposal that:

1. provides a retail floor space of 500sqm (net) or more outside Boston town centre (but within Boston Borough);
2. provides a retail floor space of 250sqm (net) or more outside Spalding and the District and Local Centres (for Kirton within Boston Borough and for all other town centres within South Holland District);

If planning permission is granted for retail development in an out-of-centre or edge-of-centre location (as defined by national policy⁹), the range of goods sold may be restricted either through planning conditions or legal agreement.

New Local Centres

Three new Local Centres will be required in the Sustainable Urban Extensions at Holland Park, Spalding; at Pin024/Pin045: Vernatts Sustainable Urban Extension; and at Sou006: Q2: The Quadrant, Boston. Such provision should provide for local food shopping (up to 500sqm net) and additional small shops, community facilities, and other local services to meet local residents' day-to-day needs. The development of new centres will be required to consolidate and enhance the existing network and hierarchy of centres and not harm their vitality and viability. Such provision should be agreed with the relevant Local Planning Authority in a masterplan for each site.

Reasoned Justification

- 6.1.5 Within Boston and Spalding town centres are defined Primary Shopping Areas where retail uses will be promoted over the Local Plan period. Primary Shopping Frontages are defined within each (see Policy 22). The District and Local Centres are smaller; their defined town centres encapsulate the Primary Shopping Area, and Primary Shopping Frontages are therefore not appropriate.
- 6.1.6 While retail uses are fundamental for attracting customers, non-retail uses, such as cafes and restaurants, can add to the vitality of centres. However, poorly-placed non-retail uses and an over-proliferation of similar uses such as hot-food takeaways and betting shops, particularly within the Primary Shopping Area, can negatively impact on the local amenity and activity within a centre and, therefore, will be resisted.
- 6.1.7 Accordingly, a balanced approach to new development in town centres will be undertaken to promote an attractive customer experience; new uses will be permitted as long as the level of new development promoted is of a scale and intensity appropriate to its location, and does not undermine that centre's position in the hierarchy or the role of any other centre identified. Uses which attract a reasonable level of customers and therefore footfall will be supported, as these can generate passing trade for other shops and facilities in that part of a town centre thereby aiding the prosperity of the centre overall.

- 6.1.8 While the overall approach is to focus as many town centre uses as possible within a centre, there are circumstances where some communities are reliant on local shops and neighbourhood parades to meet their day-to-day needs. The importance of retaining such facilities, in areas outside town centres, but within a settlement boundary, is recognised in national planning policy⁹. In the case where a change of use is proposed which would result in the loss of the only remaining facility in an area, justification compliant with Policy 21 will be required.

Sequential Test and Impact Assessment

- 6.1.9 It is essential that the town centres, particularly Boston and Spalding, remain the focus for retail growth and for the development of other main town centre uses over the Local Plan period. Unless justified by Policy 23, new out-of-centre developments, extensions to existing ones, and large developments that are in existing centres but out of scale with them, have the potential to compete with town centres and draw trade away from them. This prevents the creation of a 'critical mass' of demand and activity in town centres, impacting on the viability of existing and future investment within them.
- 6.1.10 Therefore, the impact of proposed new town centre uses on the vitality of existing town centres and planned measures to improve them must be fully considered. In line with national planning policy⁹, proposals for retail development outside the Primary Shopping Areas (unless justified by Policy 23), and for other main town centre uses, outside the town centre boundaries should first be assessed through a sequential test.
- 6.1.11 Additionally, for retail development, an impact assessment may be required; the Town Centres and Retail Capacity Study (2013)¹⁹ identifies that the small scale of many centres in South East Lincolnshire means that impact assessments will be required for proposals over 250m² (net) sales floor space where they are not in Spalding or the District and Local Centres. In Boston, a slightly higher threshold of 500m² is identified to reflect the size and function of the existing town centre¹⁶. The impact assessment should apply to the Local Authority area within which the town centre is situated. These thresholds will help protect the town centres from medium and large out-of-centre food stores and other shops which could have significant impacts. Proposals which will have a significant negative impact on the vitality and viability of town centres will not be supported.
- 6.1.12 The Springfields Shopping Centre, Spalding and other out-of-town retail parks, such as at Wyberton Chain Bridge, Boston, do not constitute town centres, and consistent with national planning policy⁹, are not allocated a place within the retail hierarchy. Unless justified by Policy 23, any proposals in these and other similar locations will be subject to an impact and sequential assessment.

Monitoring

Amount of floor space for town centre uses within the town centre boundaries

Vacancy rates for retail uses in the town centre boundaries

Amount of floor space completed for town centre uses by type, by centre and for the Local Plan area

6.2 Primary Shopping Frontages

- 6.2.1 The success of Boston and Spalding's Primary Shopping Areas is strongly influenced by the variety and choice of shops, services and other uses within them. Within these areas are Primary Shopping Frontages; their principal role is to provide convenient and accessible shopping facilities within reasonably compact areas.

Policy 22: Primary Shopping Frontages

The Primary Shopping Frontages of Boston and Spalding, as designated on the Policies Map, are where the majority of A1 uses will be focussed over the Local Plan period.

Subject to Permitted Development Rights (or any successor) ground floor A1 units in the Primary Shopping Frontages should be retained predominantly for retail use unless it can be demonstrated that the loss of an A1 unit, by change of use or redevelopment will:

1. make a positive contribution to the vitality and viability of the Primary Shopping Frontage;
2. not result in a loss of A1 floor space or frontage of a scale that undermines the retail function of the frontage; and
3. allow upper floors to be effectively used, including the possibility of independent use, where appropriate.

Reasoned Justification

- 6.2.2 Evidence shows that for a Primary Shopping Area to operate successfully, it is necessary for shops (in Class A1) to group together in order to enable shoppers to make comparisons. Primary Shopping Frontages are particularly sensitive to breaks in the A1 frontage; the clustering of non-A1 uses, such as banks, cafes and takeaways, particularly units of a large scale or lengthy unit frontage, can reduce the attractiveness of a Primary Shopping Area and can create 'dead frontages' having a knock-on effect on footfall and expenditure.
- 6.2.3 However, under Permitted Development Rights, buildings in Classes A1- A5, B1, D1 and D2 will be able to change to a number of alternative Classes (A1, A2, A3 and B1) for a single continuous period of up to two years without requiring planning permission. Such permitted development is subject to certain conditions and is temporary in nature.
- 6.2.4 Further Permitted Development Rights allow change of use of generally smaller units in specific Classes to alternative uses. These are detailed, but importantly for this policy include A1/A2 units of up to 150sqm to change to A3 use and A1/A2 units of up to 500sqm to change to D2 use as part of the Prior Approval Process.
- 6.2.5 Nevertheless, there will remain instances where the change of use of a ground floor unit does not constitute permitted development and would require the granting of planning permission. Policy 22 will therefore help promote the vitality and viability of Boston and Spalding Primary Shopping Areas by protecting A1 uses in larger units within the Primary Shopping Frontages.
- 6.2.6 However, as non-A1 uses are playing a much greater role in modern town centres, Policy 22 will need to ensure an appropriate mix of uses can be achieved over time to ensure the offer remains attractive. Appropriate non-A1 uses (e.g. banks, estate agents, bars, cafes and restaurants) will be supported where it remains subsidiary to the retail offer; a significant

break in the frontage will be considered to have occurred where uses would, individually or cumulatively, change the A1 function of that part of the frontage away from one primarily associated with shopping. For the purposes of calculating the proportion of retail in any given Primary Shopping Frontage, any building operating under a permitted temporary 'flexible use' at the time of assessment will be considered on the basis of the Use Class it had prior to the temporary change of use (in accordance with Class D2 (d) of the GPDO amendment). For example, a retail shop (A1) which has temporarily changed its use to a cafe (A3) under Permitted Development Rights would still be considered as an A1 unit for the purposes of determining the overall percentage of retailing. The impact of any break will be assessed having regard to its extent, location and potential impact on shopper footfall at that location and in other parts of the centre.

Monitoring

Amount of floor space for retail use within the primary shopping frontages

Vacancy rates by unit in the primary shopping frontages

6.3 Additional Retail Provision

- 6.3.1 The need to identify and plan for further retail provision within the retail hierarchy is fundamental to delivering the Local Plan's priorities for sustainable growth. Based on trading density, Boston and Spalding have been identified as the most sustainable locations for retail growth over the Local Plan period. Accordingly, the Town Centres and Retail Capacity Study (2013)¹⁹ considers that no additional retail floor space is required in the District and Local Centres over that period.

Policy 23: Additional Retail Provision

A. Comparison goods floor space

Up to 17,294 sqm (net) of additional comparison goods floor space is expected to be needed within Boston town centre by 2031. All provision should be consistent with the centre's scale, function and physical capacity to integrate extensions.

Up to 10,810 sqm (net) of additional comparison goods floor space is expected to be required in Spalding by 2031. Approximately 5,400 sqm (net) will be allocated at Site SHR010: Springfields Shopping and Festival Gardens and developed on the following basis:

1. 2,508 sqm (net) floor space in the period 2016-2021; and
2. a further 2,892 sqm (net) floor space in the period 2021-2026.

Any non-A1 uses within SHR010 will only be supported where the applicant can show that it is ancillary to the effective functioning of the retail allocation. A masterplan will be required for the site identified.

After 2026, the outstanding requirement for 5,410 sqm (net) floor space should only be met by development in Spalding town-centre or an edge-of centre location.

B. Convenience goods floor space

There is no quantitative need for additional convenience goods floor space in the Local Plan area before 2021. There is expected to be a quantitative need for an additional 3,365 sqm (net) floor space by 2031. Such provision should be provided as small-scale units of up to 500 sqm (net) either within a new Local Centre to serve a sustainable urban extension or to provide for an underserved area. Extensions which would take existing shops in these locations up to these sizes to improve their viability will be permitted.

C. Other Local Shops and Town Centre Uses

Individual local shops, leisure uses and services and small neighbourhood clusters of them which meet the day-to-day needs of nearby residents, without the need to use a car, will be protected. Proposed new shops in such circumstances, will be limited to a maximum 100 sqm (net) floor space, unless a qualitative need to remedy a geographical deficiency in the distribution of food shopping can be demonstrated, in which case units up to 500 sqm (net) floor space will be permitted. Extensions which would take existing local shops up to these sizes to improve their viability will be permitted, subject to the same demonstration of geographical deficiency for proposals over 100 sqm.

Reasoned Justification

- 6.3.2 In the food grocery sector, the pressure for additional floor space or additional large stores is not high¹⁹ (see Table 4) and the future demand for convenience goods within South East Lincolnshire are likely to be met by existing commitments and organic growth in the short term. Up to 2031, additional provision should be made through small supermarkets or convenience stores (of up to 500sqm net) to meet underserved areas or to anchor new Local Centres in the Sustainable Urban Extensions¹⁹. Therefore, there is no need to allocate sites for convenience floor space to meet any potential demand arising in the Local Plan period.

Sub-Regional Centre	Convenience sqm (net)		Comparison sqm (net)
	2021	2031	2031
Boston	131	1,079	17,294
Spalding	895	2,286	10,810

Table 5: Sub-Regional Centres Convenience and Comparison Goods Floor space Requirements to 2031

- 6.3.3 In terms of comparison-goods floor space (clothes and household goods) the focus should be on improving the offer within Spalding and Boston town centres. It is envisaged that the requirement of 17,294sqm for Boston¹⁹ can be delivered on redundant or under-used sites or as extensions to the existing retail offer within the town centre or at edge-of-centre locations.
- 6.3.4 However, the more compact form of Spalding town centre and the unavailability of suitable land within or close to the town centre means that the additional floor space cannot be accommodated in accordance with the 'town centres first' approach. As such Policy 23 provides for additional comparison floor space at SHR010: Springfields Shopping and Festival Gardens; the new floor space will be provided within the site boundary of an established retail destination, and the provision of comparison goods units would help diversify and expand the retail offer at Springfields (from the current 'outlet' goods - end-of-line goods at reduced prices - primarily clothing and accessories and a more limited range of homeware products).
- 6.3.5 This new development would also promote multi-purpose, sustainable shopping trips, making good use of the existing foot and cycle network and bus service to the site from nearby residential areas, Spalding town centre and the wider District. This also means that it would be easy for residents to access the site for work, with up to 500 additional jobs expected to be created by such an expansion.
- 6.3.6 The Town Centres and Retail Capacity Study (2013)¹⁹ forecasts a need of 8,291 sqm of comparison-goods floor space (net) in Spalding up to 2026, but long term retail forecasts (in excess of a five year period) are acknowledged as being unreliable. Therefore, a flexible approach to additional floor space is proposed. Up to 2,508 sqm (net) will initially be provided at SHR010 to address the immediate need to 2021. A further 2,892 sqm (net) will be phased for delivery between 2021 and 2026.
- 6.3.7 Identifying more land in one out-of-centre location may have an adverse impact upon the vitality and viability of Spalding town centre and constrain future growth. Whereas, this phased approach to delivery will leave a quantum of floor space which could be taken up by other developments consistent with the 'town centres first' approach, such as through an extension to Spalding Town Centre up to, and after, 2026. It also allows for some flexibility in the retail capacity predicted after 2026, so that Spalding can take advantage of changing consumer behaviour and make the most of ongoing changes in the retail sector in a

recovering economic climate. Consequently, the outstanding 5,410 sqm (net) will remain unallocated pending a review of the Local Plan informed by an update of the retail capacity study. This approach will therefore give favourable consideration to any town-centre or edge-of-centre proposal for the outstanding floor space.

- 6.3.8 While A3, A4 and A5 uses can help provide the leisure experience modern shoppers enjoy, it is important that their provision, particularly in edge-of-centre or out-of-centre locations does not undermine the vitality and viability of the town centres. Therefore, only uses ancillary to the main comparison goods provision at Springfields will be supported.
- 6.3.9 A masterplan for SHR010: Springfields Shopping and Festival Gardens should be agreed with the District Council; a co-ordinated approach to the delivery of the retail development and associated infrastructure should be identified, including a package of measures capable of enhancing the visitor offer, such as support for a more frequent bus service and enhanced cycling infrastructure to Spalding Town Centre to encourage more linked trips between the two locations. All such provision would be secured via a s106 legal agreement.

Monitoring

Amount of floor space completed for town centre uses by type, by centre and for the Local Plan area

Amount of comparison goods floorspace completed at Springfields Shopping and Festival Gardens

7. A Distinctive, Greener, Cleaner, Healthier Environment

- 7.0.1 The NPPF⁹ seeks to balance the protection and development of land. Natural and historic built environments should be protected from development. If development is necessary it should seek to protect and enhance the site's important features, and its relationship with other natural and built environment sites, in order to make the best use of the site.
- 7.0.2 Although visual appearance and the architecture of individual buildings are important factors, securing high-quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the community facilities they provide, as well as the integration of new development into the natural, built and historic environment. The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities and as such should seek to protect existing, or provide new, built or open-space and community facilities.
- 7.0.3 Planning plays a key role in helping shape places to secure reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low-carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.
- 7.0.4 In preparing Local Plans to meet development needs, the aim should be to minimise all forms of pollution (including visual) on the local and natural environment and where necessary remediate existing contamination. Accordingly, this Local Plan seeks to allocate land for development with the least environmental or amenity value, where consistent with its other policies.

7.1 The Natural Environment

- 7.1.1 There are many protected sites/habitats of nature conservation importance within, and surrounding, South East Lincolnshire. The types and numbers are shown in the table below.

Site Designation	Within South East Lincolnshire	Within 15km of the Local Plan area
Ramsar	-	4
Special Area of Conservation (SAC)	-	7
Special Protection Area (SPA)	-	3
Site of Special Scientific Importance (SSSI)	2	48
National Nature Reserve (NNR)	1	4
Local Nature Reserve (LNR)	3	2
RSPB managed/owned site	2	3
Local Wildlife Sites (LWS)	81	332

Table 6: Nature Conservation Sites within the Plan Area and within 15km of the Local Plan area boundary

- 7.1.2 Owing to the historic loss and fragmentation of habitat and the possible consequences of climate change, it is important that the natural environment is protected from avoidable development and improvements are made on a landscape-scale. Therefore, a designated nature conservation site should not be developed, unless in exceptional circumstances. Proposals for allocations should carefully consider their impact on, and their potential to contribute to, maintaining or enhancing biodiversity both on-site and within their locality.

Policy 24: The Natural Environment

A high quality, comprehensive ecological network of interconnected designated sites, sites of nature conservation importance and wildlife-friendly greenspace will be achieved by:

A. protecting, enhancing and managing natural assets

1. internationally-designated sites, on land or at sea:

- a. development proposals that would cause harm to these assets will not be permitted, except in exceptional circumstances, and the loss will be compensated by the creation of sites of equal or greater nature conservation value;
- b. all major housing proposals within 10km of The Wash and the North Norfolk Coast European Marine Site, including the Sustainable Urban Extensions in Boston (site Sou006), Spalding (site Pin024/Pin045) and Holbeach West (site Hob048), will be the subject of a project-level Habitats Regulations Assessment (HRA) to assess the impact of recreational pressure on The Wash and North Norfolk Coast European Marine Site. This should include:
 - i. locally-specific information relating to access and site sensitivities;

Where the project-level HRA concludes that avoidance and/or mitigation measures are required, it is expected that:

- i. Suitable Alternative Natural Greenspace (SANGs) should be provided on site Sou006, site Pin024/Pin045 and site Hob048 as part of their package of mitigation measures; or
- ii. all other major housing proposals should provide SANGs on-site and/or through a financial contribution to provide and/or enhance natural greenspace in the locality
- iii. Suitable Alternative Natural Greenspaces should be designed in accordance with capacity and facility requirements in relation to the developments they mitigate for, best practice elsewhere and relevant evidence.

2. nationally or locally-designated sites and protected or priority habitats and species:

- a. development proposals that would directly or indirectly adversely affect these assets will not be permitted unless:
 - i. there are no alternative sites that would cause less or no harm; and
 - ii. the benefits of the development at the proposed site, clearly outweigh the adverse impacts on the features of the site and the wider network of natural habitats; and
 - iii. suitable prevention, mitigation and compensation measures are provided;

3. addressing gaps in the ecological network:

- a. by ensuring that all development proposals shall provide an overall net gain in biodiversity, by:
 - i. protecting the biodiversity value of land and buildings and minimising the fragmentation of habitats;
 - ii. maximising the opportunities for restoration, enhancement and connection of natural habitats and species of principal importance;

- iii. incorporating beneficial biodiversity conservation features on buildings, where appropriate; and maximising opportunities to enhance green infrastructure and ecological corridors, including water space; and
- iv. conserving or enhancing biodiversity or geodiversity conservation features that will provide new habitat and help wildlife to adapt to climate change, and if the development is within a Nature Improvement Area (NIA), contributing to the aims and objectives of the NIA.

Reasoned Justification

- 7.1.4 Internationally designated sites, such as Ramsar sites, Special Areas of Conservation (SAC) and Special Protection Areas (SPAs), are found in the Local Plan area in the coastal waters of The Wash. They are the most important designations and must be protected from development in all but the most exceptional circumstances. Similar sites located beyond South East Lincolnshire could be also adversely impacted by development activity within the Local Plan area through air quality or water level impacts. However, this Local Plan has been subjected to a Habitats Regulations Assessment (HRA)³ which has discounted all impacts except for a risk to the Wash SPA and Gibraltar Point SPA (which form part of the overarching Wash and North Norfolk Coast European Marine Site) from recreational disturbance from new residential development.
- 7.1.5 The Joint Committee will progress additional evidence gathering in order to determine whether a more strategic approach to protecting the European sites is required in the future. This will include monitoring any mitigation measures implemented, and gathering further data on ecological features of the European sites.
- 7.1.6 Recent visitor surveys of the coastal European wildlife sites around the Wash and Gibraltar Point³ have highlighted that most visitors are from South East Lincolnshire, living within about 29km of the location where interviewed and visit predominantly for dog walking and bird watching. The HRA and the visitor survey report³ predicts a 10% increase in visits to the coastal sites as a result of a 35% increase in new housing identified in this Local Plan. However, it is recognised that this is a relatively low level of housing growth in comparison to other areas where European sites are exposed to recreation pressure. Nevertheless, the HRA³ highlights the risk that the growth poses to European sites, and European legislation requires the Local Authorities to prevent adverse effects rather than acting once effects are present.
- 7.1.7 The HRA³ therefore identifies measures that allow for a preventative approach whilst being proportionate and informed by available information. Its recommendations for project-level assessment and mitigation provision have been incorporated into Policy 24, with the focus being the areas where new housing growth will be concentrated. A project-level Habitats Regulations Assessment shall be undertaken for all housing development within the Sustainable Urban Extensions of Boston (site Sou006), Spalding (site Pin024/Pin045) and Holbeach West (site Hob048). The housing shall be designed and delivered with adequate avoidance and mitigation measures; Suitable Alternative Natural Greenspace (SANGs) should provide a natural greenspace experience: their design, size and location should seek to provide recreational facilities that attract residents for their primary daily walking and dog walking, drawing on best practice from strategic mitigation schemes and their monitoring in relation to dog walking facilities, route length, car parking and toilets.

- 7.1.8 Additionally, major developments elsewhere, but within 10km of The Wash and the North Norfolk Coast European Marine Site should ensure that adequate measures are in place to ensure their protection. Although such development is expected to be very low, there is a risk that a large development in close proximity to a sensitive part of the site could increase recreation pressure. At project level, the HRA should identify locations where there are sensitive features, such as bird roost sites and key feeding areas, and ensure there are no risks from increased access and disturbance. This should include all access points and footpaths leading from the access points, current measures to manage access and sensitive features. Avoidance and mitigation measures should be designed in response to the project level HRA. For example, provision of open space (see Policy 28) that links with existing open space allowing residents to walk for about 2 – 5km, the common distance for dog walking, could help encourage residents to visit The Wash and the North Norfolk Coast European Marine Site less often, minimising pressure on the site.
- 7.1.9 The Wash is also covered by the East Inshore and East Offshore Marine Plan¹¹. It overlaps with the South East Lincolnshire Local Plan because the Marine Plan¹¹ extends to the mean high-water spring line and the Local Plan area to the mean low-water spring line. It will seek to protect The Wash from marine development but it is necessary that the Local Plan protects it from direct or indirect effects such as air-borne or water-borne pollution and visitor disturbance. These factors might undermine the conservation characteristics for which the sites were originally designated and should be considered in a project-level Habitats Regulation Assessment.
- 7.1.10 South East Lincolnshire's nationally and locally designated wildlife sites provide different levels of protection for a growing range of protected and priority habitats and species. Nationally protected sites, including Surfleet Lows SSSI, The Wash NNR and Havenside LNR, will continue to be protected and enhanced, consistent with national legislation and the objectives in their management plans, while Local Wildlife Sites and Local Geological Sites have local protection. 'Local' Sites are determined locally but their significance for nature conservation may be far greater because of their varied qualities. While SSSIs are designated on a representative basis i.e. it is only necessary to designate a site representing one of each type of habitat, every Local Site that meets the site selection criteria is designated; in this way Local Sites 'fill the gap' in other designation systems.
- 7.1.11 Nature Improvement Areas (NIAs) can be designated to create joined-up and resilient ecological networks at a landscape scale. At present, there no NIAs in South East Lincolnshire but potential exists for designation during the lifetime of the Local Plan: for example, the South Lincolnshire Fenlands.
- 7.1.12 Additionally, within South East Lincolnshire there are a number of environmental projects:
- Two RSPB reserves at Freiston Shore and Frampton Marsh;
 - Two Woodland Trust woodlands at Enos Wood and Westgate Wood;
 - The South Lincolnshire Fenlands Partnership aims to restore and re-create up to 800 ha of Lincolnshire's lost wild fenlands between Bourne and Market Deeping. This includes the Willow Tree Farm Nature Reserve in South Holland, which is owned and managed by the Lincolnshire Wildlife Trust;
 - The Boston Woods Project seeks to plant an area of 1200 ha with a mixture of woodland and grassland around the west and north of Boston. At present, about 40 ha of land has been acquired and planted;

- The Fens Waterways Project seeks to link Lincoln and Ely with an inland waterway. Currently, a lock has been constructed to link the tidal section of the River Haven with the Black Sluice navigation. The next stage, linking the Black Sluice navigation with the River Glen, near Guthram Gowt in South Holland, will require improvement of the upper reaches of the existing water course and a new section of water course to be excavated. Another stretch will be required to link the Welland and the Ouse. Although this project is tourist-related, it will also help connect habitats.

- 7.1.13 Protecting, enhancing, buffering and connecting these designated and non designated sites, either within or outside South East Lincolnshire, by using improved direct linkages, such as footways or waterways, or new stepping-stone habitats, will help enhance the quantity, quality and extent of the priority habitats and species in South East Lincolnshire identified under the UK Post-2010 Biodiversity Framework⁴⁹, Section 41 of the Natural Environment and Rural Communities Act (2006), the Lincolnshire Nature Strategy⁵⁰ and the Lincolnshire Natural Environment Strategy⁵¹.
- 7.1.14 There are also opportunities to increase the stock of protected and priority habitats and species through well-designed new developments. Provision of open space and wildlife friendly greenspace, including the use of some types of sustainable drainage systems and landscape buffers can also help establish healthy ecological networks for a wider range of species and habitats.
- 7.1.15 Development can also incorporate a number of simple, low-cost measures to deliver biodiversity benefits and enhance priority habitats and species, such as, the use of bat roost boxes, green roofs or walls, and integrating nesting opportunities into buildings and green infrastructure. The use of swift bricks on new developments in Boston in particular, would help minimise the decline in swifts, a priority species. This positive approach will also help the Local Planning Authorities fulfil their 'biodiversity duty' (identified by the Natural Environment Rural Communities Act 2006) and help improve biological resilience to climate change. Good practice can be found in the Climate Change Adaptation by Design - A Guide for Sustainable Communities⁵² and Planning for a healthy environment – good practice for green infrastructure and biodiversity⁵³.
- 7.1.16 Improvements to the natural environment may not always be undertaken as part of a built development. Sometimes the community decide to provide new habitat(s), such as the Lincolnshire Wildlife Trust at Willow Tree Fen, or the Boston Woods project that provide multiple benefits. In addition to improving biodiversity and resilience to climate change, community projects can foster community cohesion, learning opportunities and health and well-being, as well as encouraging more tourists to South East Lincolnshire.

Monitoring

Number of applications refused owing to their impact on the natural environment

Number of hectares of mitigation where planning permission granted on protected sites

Number of hectares of restoration, enhancement or connection of habitats and ecological networks

Number of Hectares of Suitable Alternative Natural Greenspace

Number and type of conservation features incorporated into buildings

7.2 The Historic Environment

- 7.2.1 Much of the land in South East Lincolnshire is drained marsh and fen. However, within the marsh and fen there were areas of higher land where the older settlements in South East Lincolnshire were founded. Once the marsh and fen was drained a strong mercantile economy grew up. As a result, the area has a diverse historic environment with a rich variety of heritage assets which contribute to local identity and character. Table 6 identifies the number of registered Parks and Gardens, Conservation Areas, Scheduled Monuments, Listed Buildings in South East Lincolnshire.

Site Designation	Number
Registered Park and Garden	2
Conservation Areas	24
Scheduled Ancient Monuments	43
Listed buildings	1,026

Table 7: Heritage Assets within South East Lincolnshire

- 7.2.2 Table 7 shows there are a number of these heritage assets that are at risk²⁸. It also shows that an above average proportion of Conservation Areas and Listed Buildings are 'at risk' in South East Lincolnshire, compared to England²⁸.

	Boston Borough	South Holland District	England
	Number		
Registered Parks and Gardens	0	0	94 (5.8%)
Conservation Areas	2 (18%)	2 (15%)	505 (6.1%)
Scheduled Ancient Monuments	2 (14%)	4 (14%)	2,700 (13.6%)
Grade I and Grade II* Listed Buildings (including places of worship at risk)	6 (13%)	7 (11%)	1,100 (3.5%)

Table 8: Registered Parks and Gardens, Conservation Areas, Scheduled Monuments and Listed Buildings (Grade I and II*) on the Heritage at Risk Register (2015)

- 7.2.3 It is important that these heritage assets are protected from inappropriate development and development proposals serve to sustain and enhance them, in order to reduce the number considered to be at risk.

Policy 25: The Historic Environment

To respect the historical legacy, varied character and appearance of South East Lincolnshire's historic environment, development proposals will conserve and enhance the character and appearance of designated and non-designated heritage assets, such as important archaeology, historic buildings, conservation areas, monuments, street patterns, streetscapes, landscapes, parks, river frontages, structures and their settings through high-quality sensitive design.

A. Listed Buildings

- Proposals involving the demolition of Listed Buildings will not be permitted, unless in an exceptional case, where a clear and convincing justification is made in line with national policy⁹.

B. Conservation Areas

- Proposals for the demolition of buildings or structures in a Conservation Area will not normally be permitted if the building makes a positive contribution to the character or appearance of a Conservation Area, or the setting of a Listed Building. Suitable detailed plans for any redevelopment or reuse will need to be submitted as part of any application for demolition.

C. Enabling Development

1. Proposals for enabling development adjacent to, or within the setting of, a heritage asset and used to secure the future of a heritage asset through repair, conservation, restoration or enhancement will only be permitted where:-
 - i. it will not materially harm the heritage values of a heritage asset or its setting;
 - ii. it avoids detrimental fragmentation of management of the heritage asset;
 - iii. it will secure the long term future of the place and, where applicable, its continued use for a sympathetic purpose;
 - iv. it is necessary to resolve problems arising from the inherent needs of the heritage asset rather than the circumstances of the present owner or the purchase price paid
 - v. sufficient subsidy is not available from any other source;
 - vi. it is demonstrated that the amount of enabling development is the minimum necessary to secure the future of the heritage asset and that its form minimises harm to other public interests; and
 - vii. the public benefit of securing the future of the heritage asset through such enabling development decisively outweighs the dis-benefits of breaching other policies within the Local Plan.

Reasoned Justification

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

- 7.2.8 The Local Planning Authorities will continue to keep under review Conservation Areas in the Local Plan area, and where appropriate, designate new areas. Conservation Areas Appraisals will define the boundaries and analyse the special character and appearance of the area. The Local Planning Authorities will seek to target areas and properties which are identified through Appraisals and influence change in a proactive way, wherever opportunities arise. In some cases, where the status of a Conservation Area has become inappropriate or ineffective, designation may be removed. Management plans and other guidance will be used to help guide the future of a Conservation Area, particularly in areas experiencing development pressure, to supplement Historic England advice.
- 7.2.9 'Heritage at Risk' includes grade I and II* Listed Buildings, Listed places of worship, Scheduled Monuments and Conservation Areas, and other buildings, structures and sites who are known to be at risk as a result of neglect, decay or inappropriate development. Proposals that either secure the future of heritage 'at risk' (on the regional Heritage at Risk Register²⁸), or prevent assets from becoming 'at risk' in the first place will be encouraged where the significance of the asset can be adequately protected.
- 7.2.10 These can complement initiatives being actioned or prepared to enhance the quality of heritage assets; for example, the shop front grant scheme for properties around the Market Place and surrounding streets in Boston and for shops in Spalding, Crowland, Holbeach and Long Sutton has benefitted several assets and the overall streetscenes, while schemes to restore and adapt the buildings at St Botolph's Church, Boston and Algarkirk and Benington parish churches have improved community and heritage tourism facilities. The construction of the Boston Barrier, near to Boston Port, will allow better use of the river for leisure purposes and the development of existing heritage assets to tell the drainage and trade stories of the town.
- 7.2.11 The Local Planning Authorities will encourage other proposals that either secure greater public access to local heritage assets or provide interpretation relating to assets and/or new development that promotes the educational, recreational and/or tourism potential of local agricultural and cultural heritage, through sensitive management and enhancement of heritage assets. Particular support will be given to schemes that conserve and enhance the setting of heritage assets and archaeological remains most 'at risk' through neglect, decay or other threats. Opportunities for heritage assets to mitigate, and adapt to, the effects of climate change will be promoted through maintenance, and sensitive and energy-efficient adaptation and reuse.
- 7.2.12 Owing to the flat landscape church towers and spires and the remaining traditional wind mills are dominant in the landscape. It is important that new development respects these buildings by not undermining their dominance in the landscape and also maintains views of them.

Monitoring

Number of planning applications refused for not conserving or enhancing designated or undesignated assets

Number of planning applications refused for having an adverse impact on listed buildings or sites of special historic or archaeological interest

Number of planning permissions granted for the demolition of listed buildings/buildings in conservation areas

Number of planning applications refused for having an adverse impact upon the dominance of church towers, spires and traditional windmills

7.3 Pollution

- 7.3.1 All new development must take into account the potential environmental impacts on people, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution.

Policy 26: Pollution

Proposals will not be permitted where, individually or cumulatively, there are adverse impacts on light, noise, odour, fumes, vibration and waste materials and as a consequence have adverse impacts upon:

1. health and safety of the public;
2. the amenities of the area; and
3. the natural, historic and built environment;

by way of:

1. air quality, including odour;
2. background noise and light levels;
3. land quality and condition; and
4. surface and groundwater quality.

Major planning applications will be accompanied by an Air Quality Assessment which will illustrate the significance of the proposed development's effect on air quality and suitable mitigation measures, if required. Exceptions will be made where it can be clearly demonstrated that the wider social and economic benefits of the development outweigh the adverse environmental impact.

Development proposals on contaminated land, or where there is reason to suspect contamination, must include an assessment of the extent of contamination and any possible risks. Proposals will not be considered favourably unless the land is, or can be made, suitable for the proposed use.

Reasoned Justification

- 7.3.2 There are a number of contaminated sites across South East Lincolnshire, which, if remediated, could reduce the pressure on greenfield land, which is mostly Grade 1 and 2 agricultural land. Land affected by contamination may pose an unacceptable risk to human health, the natural environment, including groundwater, the built environment and economic activities, through its impacts on the users of the land, and on neighbouring users. Land contamination, or the possibility of it, is therefore a material planning consideration in taking decisions on planning applications. Where development is proposed on a site which is known, or has the potential to be affected by contamination, a preliminary risk assessment shall be undertaken as the first stage in assessing the risk. Preliminary risk assessments and any subsequent additional information shall be carried out in accordance with the Environment Agency's Model Procedures for the Management of Land Contamination⁵⁴ and Guiding Principles for Land Contamination⁵⁵.
- 7.3.3 New activities need to be deterred in certain areas based on their intrinsic hazard to groundwater. The hazard may result from a combination of the activity type, its duration and the potential for failure of controls. Additionally, new development should not pose an

unacceptable risk of pollution to groundwater from sewage effluent, trade effluent or contaminated surface water. This also applies where the discharge will cause pollution by mobilising contaminants already in the ground. The Environment Agency's Groundwater Protection: Principles and Practice (GP3)⁵⁶ highlights best practice.

- 7.3.4 There are two Air Quality Management Areas (AQMA) in Boston, at Haven Bridge and Bargate Bridge, owing to traffic emissions. Car ownership levels are high in South East Lincolnshire and therefore traffic levels are likely to grow with more development. This will have an impact on air-quality levels, if unmitigated. There is now a strong base of scientific evidence that particulates from traffic pollution are a contributor to premature death (29,000 in the UK in 2008, 25,000 of these in England⁵⁷), with Nitrogen Dioxide also strongly linked. Consequently, there is a strong need to avoid increasing traffic pollution at other locations that fall below the threshold for a declared AQMA, but which could potentially reach this threshold in the future if unchecked. In a location where there is the potential for a negative impact upon air quality, such as; where there could be impact on a particular street, or combination of streets, or where the air-quality objective for a particular pollutant is not being met, or could fail to be met in the future, it may be necessary to agree a threshold for the number of properties being developed, or the scale of non-residential developments. Such considerations may vary to reflect changes in the levels of pollutants and the pollutants themselves, as published as national-air quality objectives.
- 7.3.5 In these circumstances, an air-quality assessment may be required to accompany applications for major development. Mitigation will be site-specific but could include the installation of electric vehicle charge points, provision of cycle/safe pedestrian routes, bus interchanges, contributions to road improvement schemes (or combinations of), to ensure air quality is controlled appropriately in the future (see Policy 29). 'Land-Use Planning & Development Control: Planning For Air Quality'⁵⁷ provides further guidance.
- 7.3.6 Development of new sites will impact on the soil, existing vegetation and trees on or around the site, change the appearance of the site and may cause extra light pollution for those who live near it. In combination with the requirements of Policy 4, there is a need to carefully consider how best to resolve these issues; visual and light pollution can be ameliorated by careful design and layout of the scheme, including the use and positioning of suitable lighting fittings which prevent light spilling upwards and outwards from the area to be lit, and screening, including the use of existing and augmented landscaping belts. Measures to address impacts upon soil can be found in A Construction Code of Practice for the Sustainable Use of Soils on Construction Sites⁵⁸.
- 7.3.7 Waste disposal is a Lincolnshire County Council function and will be managed by the Lincolnshire Minerals and Waste Local Plan¹. The proportion of waste that is being diverted to composting and recycling in South East Lincolnshire is increasing.

Monitoring

Number of applications refused owing to environmental impact

No of AQMA in South East Lincolnshire

Number of contaminated sites developed

7.4 Climate Change and Renewable and Low Carbon Energy

- 7.4.1 There is an increasing need for South East Lincolnshire to mitigate and adapt to climate change. The Government has set ambitious targets for reducing carbon dioxide emissions and increasing the proportion of electricity from renewable sources. National guidance is found in the NPPF⁹, the UK Marine Policy Statement⁵⁹ and the National Policy Statement for Renewable Energy⁶⁰. The East Inshore and East Offshore Marine Plan¹¹ will also be relevant. The reduction of emissions in South East Lincolnshire may be tackled by carefully siting development to encourage cycling, walking and the use of public transport; providing energy-efficient buildings; and developing renewable energy schemes.

Policy 27: Climate Change and Renewable and Low Carbon Energy

A. Climate Change

All development proposals will be required to demonstrate that the consequences of current climate change has been addressed, minimised and mitigated by:

1. employing a high-quality design;
2. the adoption of the sequential approach and Exception Test to flood-risk and the incorporation of flood-mitigation measures in design and construction to reduce the effects of flooding;
3. the protection of the quality, quantity and availability of water resources;
4. reducing the need to travel through locational decisions and, where appropriate, providing a mix of uses;
5. incorporating measures which promote and enhance green infrastructure and provide an overall net gain in biodiversity as required by Policy 24 to improve the resilience of ecosystems within and beyond the site;

B. Renewable Energy

The development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies on existing or proposed structures will be permitted provided, individually, or cumulatively, there would be no significant harm to:

1. visual amenity;
2. residential amenity in respect of: noise, fumes, odour, vibration, shadow flicker, sunlight reflection, broadcast interference, traffic;
3. highway safety (including public rights of way);
4. agricultural land take, landscape character or quality, or skyline considerations;
5. aviation and radar safety;
6. heritage assets; and
7. the natural environment.

Provision should be made for post-construction monitoring and the removal of the facility and reinstatement of the site if the development ceases to be operational.

Proposals by a local community for the development of renewable and low-carbon sources of energy, in scale with their community's requirements, including supporting infrastructure for renewable energy projects, will be supported and considered in the context of contributing to the achievement of sustainable development and meeting the challenge of climate change and against criteria B1-7.

Reasoned Justification

Climate Change

- 7.4.2 The consequences of current and future climate change require careful consideration. Accordingly, proposed development should be designed with a view to minimising and mitigating the effects of climate change. It is expected that climate change will produce warmer wetter winters and warmer drier summers.
- 7.4.3 The site-specific Flood Risk Assessment will identify the flood risk and whether different parts of the site have more or less potential flood depth. This information should be used to influence the layout of the scheme and position of the buildings, open space and Sustainable Drainage Systems (SuDS), if employed. By providing storm-water storage to reduce the risk from surface-water flooding to the development and its neighbours, SuDS have the twin effect of slowing water discharge, and allowing some recharge of groundwater levels.
- 7.4.4 Water supply has been improved with new infrastructure to the Local Plan area, and the Environment Agency indicates that South East Lincolnshire is not a Water Stressed Area⁶¹. Therefore, it is not necessary to require a reduced standard of wholesome water use from the current Building Regulation standard of 125 litres/per person/per day to 110 litres/per person/per day. However, should these circumstances change the relevant reduced standard will be required¹⁰. Water stress can be helped by employing rainwater and grey water conservation and recycling measures in new development to reduce the consumption of wholesome water.
- 7.4.5 Mixed-use schemes and the design and position of new development will enable better integration with public transport or cycle networks. This will provide opportunities to avoid car travel, which will help reduce the air quality issues referred to in Policy 26, and aid health and well-being (see Policy 28) as well as being a way to minimise future climate change.
- 7.4.6 The impact of higher temperatures can be minimised by the orientation of buildings, the choice of window size and position, roof overhangs, or other physical features such as the use of trees (see Policy 4). Ground cover can also slow groundwater evaporation and, along with trees, provide habitat to reinforce, or provide, new habitat networks (see Policy 24).

Renewable Energy

- 7.4.7 South East Lincolnshire is close to providing the Government target for 30% of electricity used from renewable sources. However, achieving the national 15% target of all energy used from renewable sources is some way off. New development can help meet the targets set out in the Climate Change Act 2008; a 34% cut in greenhouse gases is achievable with more effort on residential improvements, but an 80% cut in greenhouse gases would require a shift to electric vehicles supplied by renewable and nuclear energy.
- 7.4.8 South East Lincolnshire is within The Fens National Character Area. The Local Plan area is notable for its large-scale, flat, open landscape with extensive vistas to level horizons. The level, open topography shapes the impression of huge skies which convey a strong sense of place, tranquillity and inspiration. Planning proposals shall assess their implications against the information contained in the:- Landscape Character Assessment of Boston Borough⁶² or the Strategic Landscape Capacity Study for South Holland⁶³, as well as the Lincolnshire Historic Landscape Characterisation Project⁶⁴, the Lincolnshire Historic Environment Record (HER), the Boston Town and Rural Historic Environment Baseline Studies and the Conservation Area appraisals (see Policy 25).

- 7.4.9 In addition to schemes that do not require planning permission South East Lincolnshire have a number of wind farms, solar photovoltaic farms and anaerobic digestion plants as well as traditional gas-fired power stations. A balance has to be struck between providing these large-scale schemes and their impact on biodiversity, the landscape, residential and visual amenity and the loss of agricultural land. There is little woodland in South East Lincolnshire but wood fuel is an important source of clean renewable energy, subject to it being sourced from trees and woods which have been managed in an environmentally-sustainable way and preferably certified as such by a reputable certification body (e.g. Forest Stewardship Council).
- 7.4.10 Pilot schemes to create innovative and low-cost, low-carbon energy schemes in rural communities will be supported provided impacts can be made acceptable and they have community support in Neighbourhood Plans or Neighbourhood Development Orders.

Monitoring

Number of planning permissions approved for renewable and low carbon energy

Number of developments approved that minimise and mitigate the impacts of climate change

7.5 Community, Health and Well-being

- 7.5.1 People's health and well-being is influenced by a broad range of factors, including:
- their genetic inheritance;
 - the quality of the home and wider environment in which they live;
 - access to health and other services;
 - whether they feel able to achieve personal goals and take part in society;
 - whether they feel financially and personally secure;
 - whether they have rewarding employment;
 - the amount of physical exercise they take; and
 - diet, smoking, and alcohol use.
- 7.5.2 The health issues and priorities for South East Lincolnshire are set out in the Lincolnshire Joint Strategic Needs Assessment⁶⁵ and Joint Health and Wellbeing Strategy for Lincolnshire⁶⁶, and in 'Health Profiles' for Boston Borough and South Holland. They identify that life expectancy is around the County average, but that this varies significantly for people living in the most and least deprived parts of the Local Plan area. Particular problems in South East Lincolnshire are excess weight in both children and adults, unhealthy diets, low levels of physical activity, and poor access to key services in the more rural parts of the Local Plan area. Death rates from coronary heart disease, stroke and road traffic accidents are relatively high.

Policy 28: Community, Health and Well-being

Development shall contribute to: the creation of socially-cohesive and inclusive communities; reducing health inequalities; and improving the community's health and well-being. To this end, development will not be permitted unless it (where possible and appropriate):

1. protects and enhances existing public rights of way, and creates new links to the rights of way network; and
2. creates environments which:
 - i. discourage crime and disorder, and do not create the fear of crime;
 - ii. encourage healthy eating and local food growing;
 - iii. are accessible to all sections of the community;
 - iv. facilitate walking, cycling and public transport use; and
 - v. encourage community use.

Where a development will increase the need for community facilities (education, childcare, teenage services, emergency services, social care, health care, libraries, museums, other cultural facilities, community halls, sports facilities, recreational open space, or other green infrastructure), it will not be permitted unless it (where necessary) supports the provision of new facilities, and/or the enhancement of existing facilities in accordance with Policy 6.

The redevelopment or change of use of an existing community facility will be permitted only if:

1. an assessment has been undertaken which has clearly shown that the facility is surplus to requirements and, in the case of recreational open space, that it does not make an important contribution in amenity, visual or nature conservation terms; or
2. the loss resulting from the proposed redevelopment or change of use will be replaced by equivalent or better provision (in terms of quantity and quality) in a suitable nearby location; or
3. (in the case of sports facilities or recreational open space) the redevelopment or change of use is for alternative sports or recreational provision, the need for which clearly outweighs the loss.

New community facilities shall be located so as to be;

1. as close as possible to the community they will serve;
2. readily accessible by public transport, on foot, and by bicycle;
3. compatible with nearby uses and the character and appearance of the neighbourhood; and
4. located and designed to enable (where possible) shared use with other services/facilities.

Reasoned Justification

- 7.6.3 Planning decisions can potentially impact on many of the factors that impact on people's health and well-being either directly or indirectly, and national policy⁹ makes it clear that Local Plans are expected to take proper account of health and well-being issues. To this end, such issues have been taken into account throughout the Local Plan, but this policy seeks to tackle four particular topics.



- 7.6.4 Firstly, it looks at the ways in which development should contribute to the creation of a healthy community, which is defined in the NPPG¹⁰ as ‘a good place to grow up and grow old in. It is one which supports healthy behaviours and supports reductions in health inequalities. It should enhance the physical and mental health of the community and, where appropriate encourage:
- active healthy lifestyles that are made easy through the pattern of development, good urban design, ... places for ... food growing, and is accessible by walking and cycling and public transport;
 - the creation of healthy living environments for people of all ages which supports social interaction. It meets the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.’
- 7.6.5 Applicants must consider the potential health impacts of their development at the earliest possible stage of drawing up their proposals. If significant adverse impacts are identified, applicants must (as part of their planning application) show how these impacts will be mitigated.
- 7.6.6 Secondly, it seeks to ensure that development which will increase the need for community facilities will support their provision - whether through newly-built or enhanced existing facilities. The need for such facilities will be established by consultation with service-providers and/or by reference to up-to-date evidence. Where there is the risk that developer contributions to the provision of facilities will affect the viability of a proposal, the provisions of Policy 7 will be taken into account.
- 7.6.7 Thirdly, it seeks to guard against the loss of existing, valued community facilities. Such losses will be permitted only if it can be demonstrated that the facility is no longer needed or will be replaced elsewhere nearby, or (in the case of sport or recreational facilities) the redevelopment or change of use will retain the facility in sport or recreational use, albeit of a different type.
- 7.6.8 Lastly, it sets out the particular criteria against which proposals to build new community facilities will be judged.

Monitoring

Number of planning applications refused because they have an unacceptable impact on the criteria

Number of planning applications approved for new and/or the enhancement of community facilities

Number, area, and area/1,000 people by open space type

8. Efficient and Effective Transport

- 8.0.1 National planning policy⁹ sets out the importance of balancing the transport system in favour of sustainable modes. Promoting walking, cycling and public transport gives people a real choice about how they travel, and can also generate health, social-inclusion and air-quality benefits, particularly important within Bargate Bridge and Haven Bridge Air Quality Management Areas in Boston. However, national planning policy⁹ recognises that solutions will vary from urban to rural areas.
- 8.0.2 This is particularly important in South East Lincolnshire, where key roads, including the A16, A52 and the A17, are the point of arrival for those travelling by road from the East Midlands and the East of England. They are also heavily used to connect communities; 81.5% of households in South East Lincolnshire have access to a car (compared to 74.2% nationally)¹⁵, and it is expected that the car is likely to remain an essential mode of transport for residents, particularly within the more remote parts of the rural area.
- 8.0.3 The highways network also provides important routes for businesses, such as the agricultural and horticultural industries that use the network to move goods and freight to, from and across South East Lincolnshire. Roads such as the A17 and the A52 are also important tourist routes during the summer to both the Lincolnshire and Norfolk coasts. As a result, parts of these key routes experience high traffic flows and congestion at peak times.
- 8.0.4 Within the Boston and Spalding built-up areas, the bus network is relatively good with fully accessible IntoTown services operating, while the InterConnect services operate regularly along the key inter-urban corridors (e.g. Spalding – Holbeach – Sutton Bridge). Across the rural areas, the demand-responsive CallConnect services provide pre-bookable, flexible feeder services to local centres and onward connections to the larger urban centres. However, services typically remain very limited in the evenings and at weekends.
- 8.0.5 The Joint Line railway running through Spalding provides connections with Peterborough, and has recently been upgraded to provide increased freight capacity. However, the increased freight services together with the large number of level crossings in South Holland have an adverse impact on other parts of the transport network, slowing traffic flows at certain times. Meanwhile, the recently-upgraded Poacher Line (within Boston Borough) has stations at Swineshead, Hubberts Bridge and Boston, providing well-used connections to Lincoln, Grantham, Sleaford and Skegness in Lincolnshire.
- 8.0.6 The 4th Lincolnshire Local Transport Plan (LTP4) (2013/14 - 2022/23)²⁶ and complementary transport strategies for Boston and Spalding^{45,44} provide an approach to the provision and improvement of transport and access for each town and the surrounding area. Developed jointly by Lincolnshire County Council and the relevant Local Authority, as well as with key stakeholders and through wider public engagement, the strategies:
- address existing issues and support proposals for significant growth in each town in the short, medium and long term;
 - cover provision of improved and sustainable transport policy, services and infrastructure;
 - are designed to support economic development aiding the long-term prosperity of Boston town, Spalding and their surrounding areas;

- propose interventions which can be delivered over a range of time frames as each town expands, and provides a sustainable framework for transport infrastructure investment in Boston and Spalding for the next 20 years or so;
- emphasise potential partnerships to delivery and how the planning process can be used to enable economic development and deliver supporting transport interventions, whilst maintaining Boston and Spalding as high-quality places in which to live and work.

8.1 Delivering a More Sustainable Transport Network

8.1.1 This Local Plan reinforces the national approach⁹ promoting sustainable alternatives to the car through new development, whilst recognising that as a predominantly rural area, the private car will remain the dominant form of transport, and as such, improvements to the highway network will be needed.

Policy 29: Delivering a More Sustainable Transport Network

The Local Planning Authorities will work with partners to make the best use of, and seek improvements to, existing transport infrastructure and services within, and connecting to South East Lincolnshire, having considered first solutions that are based on better promotion and management of the existing network and the provision of sustainable forms of travel. To achieve this, the following priorities and actions have been identified:

A. For the road-based transport network this will be by:

1. working with the Local Highway Authority to militate against congestion at pinch points and continuing to actively manage roads under its control;
2. securing the delivery of new local access roads to open-up allocations and other locations for development;
3. enabling the delivery of the Northern and Southern sections of the Spalding Western Relief Road, associated junctions and crossing points;
4. enabling the delivery of Phase 2 of the Boston Distributor Road, associated junctions and crossing points;
5. enabling the delivery of improvements to the A17/A151 Peppermint junction, Holbeach and associated new access junction on the A151; and
6. identifying safeguarding routes on the Policies Map, within which the Central section of the Spalding Western Relief Road and Phase 3 of the Boston Distributor Road will be delivered (outside this plan period). Any development that would prejudice the design of this infrastructure will not be permitted;

B. For the rail-based transport network this will be by working with Network Rail, train operators and community rail partnerships to:

1. improve inter and sub-regional links to neighbouring centres by ensuring that the area is served by high-quality rail transport links;
2. enhance connectivity between other forms of sustainable travel and the rail network by providing improved interchange facilities; and
3. investigate the potential to improve connectivity to Spalding railway station;
4. seek to secure improved rail services as part of the new East Midlands franchise due to commence in October 2018;

C. For cycling, walking and other sustainable transport this will be by:

1. protecting existing footpaths, cycle routes and public rights of way from development;
2. improving connectivity to create a more coherent walking and cycling network through the provision of new multi-user routes, including:
 - i. between Fenside Road, Boston town centre and Beech Wood;
 - ii. alongside the South Forty Foot Drain, Boston;
 - iii. along the former Boston-Woodhall Spa railway line;
 - iv. between Market Way, Pinchbeck, and Woolram Wygate, Spalding; and
 - v. alongside the Coronation Channel (east bank), Spalding;
3. ensuring that major new developments provide for walking and cycling routes and/or links to existing networks, to key public transport corridors and to transport interchanges;
4. protecting the 'key public transport corridors' and supporting the ongoing provision, and, where appropriate, extension of bus services, in partnership with bus operators; and
5. helping to ensure the continuous and safe operation of the Port of Boston and the Port of Sutton Bridge.

To demonstrate compliance with this policy, an appropriate Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale and nature of the development and agreed through early discussion with the Local Highway Authority.

All development should contribute to the delivery of necessary transport infrastructure, either directly, where appropriate, or indirectly such as through developer contributions or CIL payment.

Reasoned Justification

Local highway network

- 8.1.2 The quality of the road network is central to facilitating vehicle as well as sustainable and public transport movements. It is therefore in the wider interest to have a road network that is as free-flowing as possible. In the first instance, better use will be made of the existing network, for example, by maximising the capacity of the roads in the Spalding core.
- 8.1.3 However, as part of the delivery of a safer and more efficient highway network and to promote the successful and sustainable growth of the Local Plan area, it will be necessary for Policy 29 to provide for the following major highway infrastructure schemes. These schemes are also promoted by LTP4²⁶ and the Spalding and Boston Transport Strategies^{44,45} as expected to start by 2036, through the delivery of new development, (but are expected to be completed in the long term, beyond this Local Plan period):

A. Spalding Western Relief Road

Over the Local Plan period, the Southern section should be delivered through the Holland Park development (which is under construction for housing development). The first part of the Northern section is expected to be delivered through the development of the Vernatts Sustainable Urban Extension (see Policy 12).

B. Boston Distributor Road

Over the Local Plan period, Phase 1 (which is under construction) is expected to be delivered through Q1: The Quadrant. Additional parts of the highway infrastructure (for

Phase 2) is expected to commence in parallel with the development of Q2: The Quadrant (Site: Sou006) and north of the South Forty Foot Drain (Site: Wes002).

Corridors will be safeguarded to ensure that later sections of these roads, including their junctions and crossings, can be accommodated outside this Local Plan period. To ensure that an appropriately designed route can be accommodated any development that would be prejudicial to the design of the later sections of these roads will not be permitted. Developer contributions are expected to be used to enable delivery, to be secured via legal agreement with involved developers and landowners, as well as the Local Highway Authority. Other funding will be secured, where appropriate, to help facilitate delivery in the shortest possible time frame.

C. A17/A151 highways improvements (Peppermint Junction), near Holbeach

This scheme is expected to commence in Spring 2017; enhanced traffic flow and road safety will be secured, and will also open-up the adjoining Hob048: Holbeach West Sustainable Urban Extension (see Policy 13) for residential development, and the adjoining HO002: Holbeach Food Enterprise Zone for employment and educational development. Planning permission has been granted for the scheme and partial funding has been secured through the Greater Lincolnshire Growth Deal. Additional funding is expected to be secured through developer contributions.

- 8.1.4 Project-level HRA will be required for these schemes to check for impact pathways and to ensure no adverse impacts upon The Wash and the North Norfolk Coast European Marine Site (see Policy 24).
- 8.1.5 Proposals for other new roads and/or junctions elsewhere will be supported, where it can be demonstrated that the schemes are necessary, viable, and will also improve the economic prosperity of the area. In all cases, schemes should be supported by complementary sustainable and public transport initiatives.

Walking and cycling provision

- 8.1.6 Providing safe and convenient access to a comprehensive and attractive foot and cycle path network can help encourage greater use, particularly for local journeys that may otherwise have been made by private car. Other sustainability, health and transport objectives identified in this Local Plan can also be delivered.
- 8.1.7 Enhancing access on foot or bicycle to town centres, schools, shops, leisure facilities and places of work, particularly in Boston town and south-east Spalding, and improving opportunities for multi-modal journeys to/from transport interchanges will continue. Existing Public Rights of Way, footways and cycle routes will be safeguarded consistent with the Lincolnshire Rights of Way Improvement Plan⁶⁷. New provision, including for the England Coastal Trail, will be supported.
- 8.1.8 All major development should incorporate high-quality walking and cycling routes, ensuring connection to the existing network, where practicable. This will be particularly important at the Sustainable Urban Extensions where the opportunity to provide significant extensions to the multi-modal network can be achieved. Such measures should be identified through the masterplan for each location.

Public Transport

- 8.1.9 Bus services play an important role in tackling congestion and improving access across South East Lincolnshire, particularly for those who may not have access to a car. Expansion of the IntoTown services along key public transport corridors in Boston and Spalding, and the InterConnect services in Holbeach, or as extensions to these routes, may be required at the Sustainable Urban Extensions. Subsidies to support an initial extension to services or to help provide for community-based transport elsewhere may be sought through developer contributions.

Rail Network

- 8.1.10 The relatively limited rail coverage and service experienced in South East Lincolnshire still has an important role to play for the 385,000 people who made trips from its four stations in 2014-15²⁵. The new East Midlands passenger franchise (expected to begin in October 2018) will provide an opportunity to lobby for improvements to passenger services along the Joint Line through Spalding, and along the Poacher Line through Boston Borough, to help realise the benefits recent investment could bring to service times, particularly to the East Coast Main Line via Grantham and Peterborough.
- 8.1.11 The Poacher Line Community Rail Partnership is expected to continue to work with its partners to deliver a range of initiatives to encourage modal switch to rail in the short-medium term.
- 8.1.12 Meanwhile, recent significant investment by Network Rail has led to the substantial increase of up to fifteen additional rail-freight services a day passing through Spalding, leading to more 'downtime' at level crossings and the disruption of the road network. It is expected that this will be alleviated in the long term by the Spalding Western Relief Road, particularly by the introduction of railway-bridge road crossings.

Boston and Sutton Bridge Ports

- 8.1.13 It is expected that the ports of Boston and Sutton Bridge will continue to handle a variety of cargoes for local and international markets over the Local Plan period. To ensure their unique role is maintained, land will be safeguarded for their continued operation and expansion. Complementary employment land is identified by Policy 8.
- 8.1.14 To demonstrate how accessibility, mobility, parking and transport-related matters have been considered and taken in to account in new development, a Transport Assessment and Travel Plan should be submitted with planning applications that are likely to generate significant transport impacts. A Design and Access Statement should address issues for all other schemes. Advice on the level of detail required should be confirmed through early discussion with the Local Planning Authority and/or the Local Highway Authority.

Monitoring

CO₂ emissions per head

Number of AQMAs

No of planning permissions granted with an approved Travel Plan

Number of electric vehicle charging points provided in association with new development

No of permissions granted with new or improved access facilities for the disabled

8.2 Delivering the Spalding Transport Strategy

- 8.2.1 The Spalding Transport Strategy 2014-2036⁴⁴ highlights the importance of the proposed Spalding Western Relief Road (SWRR) which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan²⁶, identified as one of four major schemes within Lincolnshire in the short to medium term. Important locally, it will play a major role in opening-up development sites including Holland Park, the Vernatts Sustainable Urban Extension (see Policy 12) and other major sites to the west of Spalding; it will also provide an alternative route to the congested A151 which passes through the centre of Spalding and are subject to increasing delays resulting from level-crossing 'downtime'.
- 8.2.2 The SWRR, when completed, is expected to deliver significant benefits to traffic management around Spalding. However, its total cost and current funding arrangements (i.e. through developer contributions linked to housing delivery) mean that its construction is viewed as a series of separate projects over a number of years, with the completion of the road currently expected to stretch beyond the end of the Local Plan period in 2036. A clear strategy within this Local Plan will, however, provide a framework for reviewing and revising implementation and delivery of those separate projects as funding opportunities emerge. Notably, the Central section of the SWRR, which would link the Northern section to the Southern section via Bourne Road, is programmed to be delivered beyond the Local Plan period. However, it is intended that the principles of this policy approach would also apply to this section at the time it proceeds based on future land allocations.
- 8.2.3 Policy 30 aims to provide a complementary mechanism for securing developer contributions towards the delivery of the SWRR and other complementary solutions to current transport management issues in Spalding. Specifically, it concerns important road/traffic improvement schemes identified in the Strategy⁴⁴, prioritised by the Local Highway Authority, which are required to mitigate the traffic impact of residential growth in and around Spalding pending the completion of the SWRR.

Policy 30: Delivering the Spalding Transport Strategy

In accordance with Policy 7, Policy 11 and Inset Map 2: Spalding and Pinchbeck, the following housing allocations and all developments for 11 or more dwellings, and which have a combined gross floorspace of more than 1,000 sqm, granted planning permission on unallocated sites within the settlement boundaries for Spalding and Pinchbeck will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy⁴⁴, or any successor, excluding the Northern and Southern sections of the SWRR:

- Site Mon005: Land south of Horseshoe Road;
- Site Mon008: Land north of Bourne Road;
- Site Pin002: Land north of Market Way;
- Site Pin019: Land east of Surfleet Road;
- Site Pin025: Land east of Spalding Road;
- Site Pin050: Spalding Lifestyle, Spalding Road;
- Site Pin065: Birchgrove Garden Centre, Surfleet Road;
- Site Stm004: Land east of Spalding Common;
- Site Stm010: Land west of Spalding Common; and
- Site Stm028: The Elders.

Financial contributions to the schemes identified in the Spalding Transport Strategy⁴⁴ as prioritised by the Local Highway Authority will be secured through legal agreements, subject to the provisions of Policy 7. Their calculation will be subject to viability.

Site Pin024: Land north of the Vernatt's Drain and Site Pin045: Land west of Spalding Road will be required to contribute to, and subject to viability, deliver the Northern section of the SWRR.

The delivery of the Northern section of the SWRR requires a comprehensive and coordinated approach from landowners. The precise alignment of the SWRR in this area will be subject to masterplanning. The District Council and Local Highway Authority will seek to secure formal agreements with landowners on the financial package (including any public sector funding) to ensure delivery of the route. The authorities will also consider the use of statutory powers to ensure delivery of the SWRR if necessary.

Reasoned Justification

- 8.2.4 The quality of the road network in Spalding is central to facilitating vehicle as well as sustainable and public transport movements and, consequently, its suitability for accommodating residential growth. The operation of this network is linked to the impact of the operation of the rail line through the town centre and barrier down time. Recent traffic modelling⁶⁸ has demonstrated that housing commitments in Spalding will exacerbate traffic-congestion at a number of locations across the town. These issues will be further exacerbated by the proposals for additional housing development in the Spalding and Pinchbeck areas contained in this Local Plan. Accordingly, it is essential that these impacts are mitigated.
- 8.2.5 The Spalding Transport Strategy⁴⁴ has considered these impacts in scoping out future interventions needed across the town and the nearby area. The cumulative impact of all site allocations needs to be considered in order to ensure that the impact of individual schemes can be assessed at planning application stage. Existing consents have already made provision for necessary interventions to mitigate their impacts.
- 8.2.6 For example, the Holland Park development, which is currently under construction, is required to provide the Southern section of the SWRR within the development, in partnership with the Local Highway Authority. This is required to be delivered once the first 500 dwellings have been occupied.
- 8.2.7 Policy 30 seeks to ensure that future housing developments in Spalding and Pinchbeck are required to fund either separate elements of the SWRR or other mitigation solutions from a package of transport measures in the town as detailed in the Spalding Transport Strategy⁴⁴, as prioritised by the Local Highway Authority.
- 8.2.8 The aims within the Spalding Transport Strategy⁴⁴ will be developed, in partnership with the Local Highway Authority, into a delivery programme to be implemented in conjunction with the delivery of the Southern section of the SWRR.
- 8.2.9 In terms of the Northern section of the SWRR, Policy 12 requires the majority of development on Site Pin045: Land west of Spalding Road to be accessed separately from the main route of the Northern section of the SWRR, which proceeds to cross Site Pin045 (via a bridge crossing of the Joint Line railway) to access Site Pin024: Land north of the Vernatt's Drain. In view of these particular circumstances and to ensure timely commencement of development on Site

Pin024, there is a need for all interested parties to agree a framework for accessing this site via land currently in the control of another developer.

- 8.2.10 As such, the nature of the contributions from these sites to the delivery of the Northern section and any possible support from public sources of funding will be set out in a Memorandum of Agreement between/involving the developers of these sites, the Local Highway Authority, South Holland District Council and other interested parties. This will form part of a wider delivery strategy that will be developed to support the implementation of this element of the SWRR.
- 8.2.11 The delivery of the SWRR and the other Strategy measures are a complete package of interventions that should ensure the effective operation of the Spalding transport infrastructure.

Monitoring

No of Spalding Transport Strategy projects completed

8.3 Vehicle and Cycle Parking

- 8.3.1 Parking provision can have a significant effect upon development quality, the amenity of occupiers and users, as well as the efficient and safe use of the highway. The amount of parking provided can also influence people's transport choices; an over-provision of car parking can lead to unattractive, car-dominated environments that are unsafe for non-car users, whilst an under-provision can lead to unsuitable or unsafe on-street parking. A balanced approach to parking provision, when promoted as part of a package of measures, can promote sustainable transport choices and provide attractive and safe environments whilst ensuring that sufficient parking is provided to meet local needs.

Policy 31: Vehicle and Cycle Parking

All new development, including change of use, should provide vehicle and cycle parking, in accordance with the minimum Parking Standards adopted by the Local Planning Authorities (in Appendix 5), unless a high quality-design can demonstrate that a lower standard of provision delivers the requirements set out in 1-4 below.

Parking for residents, employees and visitors should be integral to the design and form of all new development, and should ensure that:

1. parking spaces are fit for their intended use in terms of size and design;
2. for major residential development:
 - a) a balanced provision of allocated and communal parking is provided, overlooked and accessible to the development it serves;
 - b) off-curtilage parking is designed to maximise levels of security and safety for vehicles, drivers and pedestrians; and
 - c) a secure, covered, convenient space to store at least two bicycles is provided within each residential plot; in the case of flatted developments this may be provided as a communal facility within the curtilage of the building containing the flats;

3. for major non-residential development:

- a) secure, covered, convenient storage for bicycles for employees should be provided close to an entrance to the building. Changing and shower facilities should be provided where possible;
- b) secure, covered bicycle storage for visitors are located close to the main entrance to the building;
- c) where more than 50 parking spaces are provided, at least one double electric vehicle charge point will be required (2 spaces). For each additional 50 parking spaces, one double charging point should be provided up to a maximum of three (6 spaces); and

4. parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping;

Innovative solutions to vehicle-parking provision including shared spaces (where the location and patterns of use permit), and the incorporation of measures such as car clubs, will be supported.

An adequate supply of safe, secure and convenient public parking for vehicles will be delivered within and adjacent to the town centres, in partnership with the Local Highway Authority.

To demonstrate compliance with this policy, a Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale and nature of the development and should be agreed through early discussion with the Local Highway Authority.

Negotiation on parking requirements should be in accordance with the Parking Standards SPD.

Reasoned Justification

- 8.3.2 Poor design and inappropriate provision has adversely impacted upon the success of parking in South East Lincolnshire in recent years, particularly in residential areas, in terms of location, control and management. In places, this has created perceived road-safety concerns and cluttered, car-dominated environments.
- 8.3.3 To help address this issue, all major development should provide for the minimum level of parking provision for vehicles and cycles set out in Appendix D; at least two spaces will be sought within the curtilage of a residential property (Use Class C3a) of 3 bedrooms or less, all other dwellings (in C3a) should provide for at least 3 spaces. One space could include a garage/car port; however to ensure that parking provision functions as intended, each garage/car port should be able to accommodate a medium-sized family car (2.6m wide x 5.6m length, with an additional 1m for cycle storage and/or to provide space for electric charging points).
- 8.3.4 Exceptionally, these parking standards can be reduced should a high-quality design be submitted demonstrating that parking can be accommodated within the development, and that the long-term impacts upon environmental quality, safety and amenity will not be compromised.
- 8.3.5 Within non-residential development, off-street parking should be seamlessly integrated into the landscape through a high-quality design and landscaping scheme. Appropriate provision for visitors and disabled people close to the entrance to a building will be required, and clear

pedestrian routes should be provided for all users to avoid conflict with manoeuvring vehicles. Adequate charging points should be provided to help promote more sustainable transport solutions.

- 8.3.6 The availability of car parking is often seen as key to economic prosperity of the town centres; provision is about right for current demand⁴⁴, although the quality in some areas does not always meet users' expectations. In the long term, should car ownership and population growth continue to rise without sustainable transport intervention, demand may outstrip supply in Spalding Town Centre. Ensuring town centre car parks are convenient, safe and secure for all, including for those with disabilities will be a priority. Opportunities to provide additional facilities to the west of the Joint Line in Spalding will be investigated through any review of the Spalding Transport Strategy⁴⁴.
- 8.3.7 Quality cycle parking can encourage more people to cycle for local journeys – in that they are assured of a safe and secure place to park. Within residential development this should be within a covered, lockable enclosure; in other development, provision (e.g. stands or lockers) should be covered, convenient and secure, and capable of holding a number of bicycles, visitor parking should be close to the entrance of a building. Showers and changing facilities for cyclists in non-residential development will be supported.
- 8.3.8 A Parking Design Supplementary Planning Document will be prepared to provide further guidance on the design requirements of this policy.

Monitoring

Number of Council car parking bays in the Town Centres, by short stay (time limited), short stay unlimited and long stay (annual frequency)

Number of electric vehicle charging points provided in association with new development

No of permissions granted with new or improved parking facilities for the disabled

9. Monitoring

- 9.1.1 The South East Lincolnshire Annual Monitoring Report (AMR) will monitor the effectiveness of the policies of the Local Plan annually. The effectiveness of each policy will be monitored using indicators identified in the Monitoring section for each policy. Appendix 5 sets out how each policy will be monitored and key implementation mechanisms. With respect to housing delivery, the Housing Implementation Strategy⁶⁹ includes details on how the two local authorities will address delivery of the housing trajectory and the actions that will be taken where delivery deviates from the expected path. The AMR will also report on the implementation of future site allocations.
- 9.1.2 The Local Planning Authorities are also required to monitor the significant environmental effects of implementing the Local Plan. This will need to focus on significant sustainability effects, such as those:
- That indicate a likely breach of international, national or local legislation, recognised guidelines or standards;
 - That may give rise to irreversible damage, with a view to identifying trends before such damage is caused; and
 - Where there was uncertainty in the SA, and where monitoring would enable preventative or mitigation measures to be taken
- 9.1.3 The AMR will also monitor the effectiveness of the SA to ensure that any unforeseen adverse effects are identified, and, where possible addressed. Further details can be found in the Sustainability Appraisal².

Glossary

Affordable Housing		<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing: is owned by local authorities and private registered providers (as defined by s80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</p> <p>Affordable rented housing: is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges where applicable).</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</p> <p>Starter homes: a new building dwelling available for purchase by qualifying first-time buyers only (between the ages of 23 and 39) and sold for at least 20% below the market value. Must be sold for less than the price cap - £250,000 outside Greater London.</p> <p>Homes that do not meet the above definition of affordable housing, such as 'low cost market' housing, may not be considered as affordable housing for planning purposes.</p>
Air Quality Management Areas	AQMA	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Amenity		A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.
Biodiversity		The whole variety of life encompassing variations, including plants and animals.
Climate Change		Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption. Mitigation is action to reduce the impact on climate change and adaption is lowering the risks posed by the consequences of climate change.
Community Infrastructure Levy	CIL	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Comparison Retail		Comparison retail goods include non-food and drink items such as clothing, shoes, furniture, household appliances, books and stationery, jewellery and other personal effects. Consumers tend to buy these goods less frequently and so usually compare prices, features and quality of an item before buying.
Conservation Areas		Areas designated by the Local Planning Authority under the Planning (Listed Buildings and Conservation Areas) Act 1990 Section 69 as being of special architectural or historic interest, the character of which it is desirable to preserve and enhance.

South East Lincolnshire Local Plan 2011-36

Countryside		In terms of the Local Plan, this is land not within Sub-Regional Centres, Main Service Centres or Service Villages.
Decent and Safe Homes Standard	DASH	DASH is a national accreditation used to raise housing conditions in the private sector, with particular emphasis on the private rented sector.
Developer contributions		Developer contributions, also known as planning obligations, can be secured via a Section 106 legal agreement or planning condition attached to a planning permission. They help mitigate any adverse impacts generated by new development on infrastructure and facilities.
Development Plan Document	DPD	DPDs are documents which outline the key development goals of the Local Plan that forms part of the Statutory Development Plan. The SEL Local Plan will, in essence, comprise two parts: Part 1 will be entitled Strategy and Policies Development Plan Document (DPD); and Part 2 will be entitled: Site Allocations DPD.
Employment Land Technical Paper		Identifies the amount of B-Use employment land that will be required to deliver job growth in South East Lincolnshire to 2036, and assesses the suitability, availability and deliverability of land that are promoted for allocation as sites for employment use
Environmental Impact Assessment	EIA	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
Evidence Base		The information and data gathered by local authorities to inform and support the policy approaches to be set out in Development Plan Documents (DPDs).
Examination in Public	EIP	An independent assessment carried out by an inspector to determine the soundness of a plan.
Exceptions Test		In certain cases, some types of development in areas of higher flood risk may, however, be acceptable if an additional Exception Test is passed.
Flood Hazard		Danger to persons or property from depth of water, debris carried in the flow and/or speed of its flow during a flood.
Flood Probability		The likelihood of a given flood occurrence in a calendar year. It is often quoted as a percentage value called the Annual Exceedance Probability (AEP). For example, a 1% AEP flood has a 1-in-100 chance of occurring once in any given year.
Flood risk		The combination of probability of a particular flood event and its corresponding hazard and is used to refer to the scale of flood effect, combining hazard and probability, upon a particular site.
Flood Zone 1 (low probability)	FZ1	Comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).
Flood Zone 2 (medium probability)	FZ2	Comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year.
Flood Zone 3a (high probability)	FZ3a	Comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.
Flood Zone 3b (the functional flood plain)	FZ3b	Comprises land where water has to flow or be stored in times of flood.
Green Infrastructure		A network of multi-functional green space and other environmental features, urban and rural, including both established and new sites - which supports natural and ecological processes, and are capable of delivering a wide range of environmental and quality of life benefits for local communities.
Greenfield sites		Land (or a defined site) usually farmland, that has not previously been developed (not be confused with Green Belts, of which there are none in South East Lincolnshire).
Gypsy and Traveller Accommodation Assessment	GTAA	A survey of current Gypsy, Traveller and Travelling Showpeople facilities and needs.
Habitats Regulations Assessment	HRA	Tests the impacts of a proposal on nature conservation sites of European importance and is a requirement under EU legislation for land use plans and projects.

South East Lincolnshire Local Plan 2011-36

Heritage asset		A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Houses in Multiple Occupation	HMO	A building or part of a building that is being occupied as a main residence by three or more unrelated people who share some facilities, such as a bathroom or kitchen
Infrastructure Delivery Plan	IDP	identifies the physical, social and green infrastructure needed to support the policies over the Local Plan period, including when the infrastructure will be required, how much it will cost and how it will be funded
Internal Drainage Board	IDB	Each Internal Drainage Board is a local public authority established in areas of special drainage need in England and Wales. They have permissive powers to manage water levels within their respective drainage districts. IDBs undertake works to reduce flood risk to people and property and manage water levels to meet local needs.
Joint Planning Unit	JPU	A small team of officers drawn from South Holland and Boston Borough Councils, which supports the work of The South East Lincolnshire's Joint Planning Committee.
Joint Strategic Planning Committee	JSPC	The Joint Committee which works together to create a single Local Plan for the area of South Holland and Boston Borough comprises nine councillors – three each from South Holland District, Boston Borough and Lincolnshire County Councils.
Lead Local Flood Authority	LLFA	Lincolnshire County Council is the lead authority responsible for the management of surface water flood risk. They also have a duty to develop a Local Flood Risk Management Strategy outlining how flood risk will be managed locally.
Local Employment Site		Small-scale existing or proposed employment site within or adjacent to a Main Service Centre or Minor Service Centre and will serve the local employment needs and/or small business component of that settlement or parish, capable of accommodating B1/B2-Uses, have good access, are within easy access of local labour and are actively managed.
Local Development Order	LDO	LDOs grant automatic planning permission for specified development in defined areas. LDOs can be used for different uses and developments in different areas.
Local Geological Site	LGS	A site designated to protect areas of geological value in the Local Plan area.
Local Nature Reserve	LNR	A site of importance for wildlife, geology, education or public enjoyment, declared by district, borough and county councils.
Local Plan		The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local Wildlife Site	LWS	Non statutory sites of substantive nature conservation interest determined locally according to national, regional and local biodiversity needs.
Main Employment Area		Existing or Proposed Areas within the development limits of a Sub-Regional Centre, Main Service Centre or Minor Service Centre or are well established in a particular location, have a good level of access to the major road network and public transport, are capable of accommodating the full range of B-Uses, are within easy access of a local labour force, have or are capable of containing more than 10 medium-large units, and are actively managed.
Main Service Centre		These will continue to provide for significant housing, employment and commercial development to support their roles as service centres for surrounding rural areas.
Major Development		Major development is a proposal of 10 or more dwellings or has a site area of 0.5 hectares or more, the development is for 1,000 square metres or more of floorspace, or has a site area of 1 hectare or more.
Mixed-use Development		A type of urban development where multiple compatible land uses – such as

		residential, business, retail or recreational uses - are combined. The uses are physically and functionally integrated with one another within the development. May vary in intensity and scale from a single building to an urban extension.
Monitoring Report		The main mechanism for assessing performance of policies contained within the Local Plan and allows the two authorities to understand the wider social, economic and environmental issues that affect South East Lincolnshire.
National Planning Policy Framework	NPPF	The National Planning Policy Framework, 2012 sets out the Government's planning policies for England and how these are expected to be applied.
National Planning Practice Guidance	NPPG	A web-based resource, the National Planning Practice Guidance was launched in 2014 to provide more detailed guidance on the contents of the NPPF.
Nature Improvement Area	NIA	Established to create joined up and resilient ecological networks at a landscape-scale. They are run by partnerships of local authorities, local communities and landowners, the private sector and conservation organisations. Funding is provided by the Department for the Environment, Food and Rural Affairs and Natural England.
Neighbourhood Planning		Formally introduced under the Localism Act 2011, neighbourhood planning and, specifically the preparation of 'Neighbourhood Development Plans' is a new way for communities to influence the future of the places where the live and work. It is a community-led initiative for guiding the future development, regeneration and conservation of an area.
Office for National Statistics	ONS	The executive office of the UK Statistics Authority
Other Service Centres and Settlements		These will act as local service centres for the surrounding rural area. Limited new development should support or improve their role as a focus for social and economic activity.
Planning and Compulsory Purchase Act (2004)		The Planning and Compulsory Purchase Act 2004, as amended by the 2008 Planning Act, is the primary legislation for the development plan process.
Planning Inspectorate	PINS	Government agency which provides inspectors to hold public examinations (EiP) into Development Plan Documents (DPD's)
Policies Map		This illustrates the spatial extent of all the Council's planning policies and reflects up-to-date planning strategy for the area, which may include separate inset maps for part of an area.
Preferred Options report		The Preferred Options report is about where new developments should be located to best address the important issues; what infrastructure is required and what type of new developments we should expect.
Previously Developed Land		Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Prestige Employment Site		A high-profile site, with a prominent frontage, within a strategic, sustainable location
Ramsar sites		Ramsar sites are wetlands of international importance, designated under the Ramsar Convention
Registered Social Landlord	RSL	Technical name for a body registered with the Housing Corporation. Most Housing Associations are RSLs.
Restricted Use Site		Existing and proposed restricted use sites protect the unique function that the ports and Spalding Rail-Freight Interchange perform and prevent the sites coming forward for employment uses that could be accommodated in a Main Employment Area.

Safeguarding Corridor		A specific area of land that is defined for the purpose of protecting proposed large-scale infrastructure projects, such as roads, from conflicting development
Sequential Test		An approach to planning decision making which may require certain sites or locations to have their development potential fully considered before moving on to consider others. The approach could apply to issues such as retail development, the use of previously developed land and/or the use of land at risk from flooding.
Shoreline Management Plan		A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.
Sites of Special Scientific Interest	SSSI	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Soundness		Once a Development Plan Document is submitted for approval an Inspector at the Examination in Public will check to see whether correct procedures have been followed, plans and policies are reasonable, supported by evidence and conform to national policy and legislation. This process examines whether the Plan can be deemed 'sound' so that it can be adopted.
South East Lincolnshire Local Plan		The plan for the future development of South East Lincolnshire drawn up by the Joint Strategic Planning Committee (JSPC).
Spatial Planning		An approach which goes beyond the traditional land use planning system focused upon the regulation and control of the use of land, to take account of the strategies and plans of other agencies which also have an impact on spatial development.
Special Areas of Conservation	SAC	Areas which have been given special protection under the European Union's Habitat Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.
Special Protection Areas	SPA	Sites on land, at water or sea classified under the European Community Directive on Wild Birds as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.
Statement of Community Involvement	SCI	Sets out the standards that local authorities will achieve when involving local communities in the preparation of Local Development Documents and development control decisions.
Strategic Environmental Assessment	SEA	An assessment of the environmental effects of a plan or programme required by EU Directive 2001/42/EC. This is combined with the Sustainability Appraisal.
Strategic Flood Risk Assessment	SFRA	An assessment of the probability of flooding occurring in Boston Borough and South Holland (two separate assessments) including hazard ratings should this occur. There is also a more detailed analysis of issues from those additional pieces of information where normally significant development might be expected to occur over the next five to ten years.
Strategic Housing Land Availability Assessment	SHLAA	assesses the suitability, availability and deliverability of land that have been promoted for allocation as sites for housing development;
Strategic Housing Market Assessment	SHMAA	Assessment of the local housing market, which studies the supply and demand of housing, housing and planning policies, the need for affordable housing and the affordability of the local housing market.
Sub-Regional Centre		Boston and Spalding will be the main locations for new development.
Supplementary Planning Document		Provide supplementary information to support policies in Development Plan Documents but do not form part of the Development Plan and are not subject to independent examination. They carry some weight in planning decisions but less weight than Development Plan Documents.
Sustainability Appraisal	SA	A tool for appraising policies to assess the extent to which they reflect sustainable development objectives (i.e. social, environmental and economic factors). An SA is required for all Development Plan Documents and some Supplementary Planning Documents.
Sustainable Development		The (2004) Act contains a statutory requirement for local planning authorities to undertake their functions with a view to contributing to the achievement

		of sustainable development. The widely used definition of sustainable development is “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. To achieve this, communities, planners, developers and decision makers need to consider the long term social, environmental, economic and resource impacts of development.
Sustainable Drainage Systems	SuDS	An artificial drainage solution which reduces and slows the quantity and rate of surface water run off from new development, dealing with it as close to the source as possible;
Sustainable Urban Extension		The large-scale planned expansion of a town which can contribute to more sustainable patterns of development when co-ordinated with well-planned supporting infrastructure
Transport Assessment	TA	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Travel Plan		A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Use Classes		A Use Class is something that falls under the General Use Classes Order. The General Use Classes Order groups types of use of premises into classes, so that no development is involved if a building is changed from one use to another within the same class. Changing the use of a building from one class to another constitutes development, and needs planning permission, but in certain circumstances this may be automatically permitted without the need to submit a planning application.
Water Stressed Area		An area of serious water stress is where the current household demand for water is a high proportion of the current effective rainfall which is available to meet that demand; or the future household demand for water is likely to be a high proportion of the effective rainfall available to meet that demand.
Whole Plan Viability Assessment		identifies all the costs that the policies will impose on development, and considers what impact those costs will have on financial viability of a development scheme
Windfall site		Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Appendix 1: South East Lincolnshire Joint Strategic Planning Committee

The Joint Committee was established by the South East Lincolnshire Joint Strategic Planning Committee Order 2011 (Statutory Instrument 2011 No. 1455) which came into force on 5th July 2011.

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 (1) 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.

Appendix 2: Saved Local Plan Policy Replacement List

Please note ALL previously saved policies in the South Holland Local Plan (2006) and Boston Borough Local Plan (1999) will be deleted upon adoption of the South East Lincolnshire Local Plan.

Proposed Policy	Replacing Saved South Holland Local Plan policy(s)
1: Presumption in Favour of Sustainable Development	New Policy
2: Spatial Strategy	SG2: Distribution of Development SG3: Settlement Hierarchy SG21: Extension of Curtilages HS4: New Housing in Spalding and the Area Centres (Other Towns and Donington) (Non-Allocated Sites) HS4: New Housing in the Group Centres (Non-Allocated Sites) LT7: Caravan Sites
3: Development Management	SG1: General Sustainable Development SG7: Energy Efficiency 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 SG18: Landscaping of New Development SG20: Extensions and Alterations to Existing Buildings 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 EC4: Farm Diversification including Re-Use of Redundant Rural Buildings EC7: Retail Development Outside Defined Retail Centres LT7: Caravan Sites
4: Design of New Development	SG1: General Sustainable Development SG2: Distribution of Development SG4: Development in the Countryside SG7: Energy Efficiency SG11: Sustainable Urban Drainage Systems (SUDS) SG13: Pollution and Contamination SG14: Design and Layout of New Development SG15: New Development: Facilities for Road Users, Pedestrians and Cyclists SG17: Protection of Residential Amenity SG18: Landscaping of New Development SG20: Extensions and Alterations to Existing Buildings SG21: Extension of Curtilages SG23: Advertisements outside Defined Settlement Limits HS9: Rural Exceptions HS14: Accommodation for Transient Agricultural Workers HS16: Conversion of Redundant Rural Buildings to Residential Use HS18: Change of Use of Property to Housing in Multiple Occupation (HMO) Use HS19: Sites for Gypsies and Travellers EC4: Farm Diversification including Re-Use of Redundant Rural Buildings EC9: Town Centre Evening Economy EC10: Hot Food Takeaways EN11: Security Shutters LT7: Caravan Sites
5: Strategic Approach to Flood Risk	New policy

Proposed Policy	Replacing Saved South Holland Local Plan policy(s)
6: Meeting Physical Infrastructure and Service Needs	SG6: Community Infrastructure and Impact Assessment SG12: Sewerage and Development
7: Developer Contributions	SG6: Community Infrastructure and Impact Assessment HS8: Affordable Housing HS11: Open Space in New Residential Developments EN1A: Development and Sites of Local Biodiversity Interest
8: Improving South East Lincolnshire's Employment Land Portfolio	SG14: Design and Layout of New Development EC1: Main Employment Areas – Sites Allocated for Employment Use EC3: Existing Employment Areas/Premises SG4: Development in the Countryside EC4: Farm Diversification including Re-Use of Redundant Rural Buildings
9: Promoting a Stronger Visitor Economy	SG4: Development in the Countryside EC4: Farm Diversification including Re-Use of Redundant Rural Buildings EC12: Garden Centres LT7: Caravan Sites
10: Meeting Objectively Assessed Housing Needs	New policy
11: Distribution of New Housing	HS3: New Housing Allocations
12: Spalding Sustainable Urban Extension	New policy
13: Holbeach West Sustainable Urban Extension	HS3: New Housing Allocations
14: Providing a Mix of Housing	New policy
15: Affordable Housing	HS8: Affordable Housing
16: Rural Exceptions Sites	SG4: Development in the Countryside SG14: Design and Layout of New Development HS7: New Housing in the Open Countryside including Other Rural Settlements HS9: Rural Exceptions
17: Accommodation for Gypsies, Travellers and Travelling Showpeople	SG12: Sewerage and Development SG14: Design and Layout of New Development HS19: Sites for Gypsies and Travellers
18: Houses in Multiple Occupation and the Sub-Division of Dwellings	SG14: Design and Layout of New Development HS18: Change of Use of Property to Housing in Multiple Occupation (HMO) Use
19: Replacement Dwellings in the Countryside	SG4: Development in the Countryside SG14: Design and Layout of New Development SG20: Extensions and Alterations to Existing Buildings HS17: Replacement Dwellings in the Countryside
20: Conversion of Redundant Rural Buildings to Residential Use	SG4: Development in the Countryside SG14: Design and Layout of New Development HS8: Affordable Housing HS16: Conversion of Redundant Rural Buildings to Residential Use
21: Retail Hierarchy	SG14: Design and Layout of New Development 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 Takeaways EC12: Garden Centres
22: Primary Shopping Frontages	SG14: Design and Layout of New Development EC6: Development in Primary Shopping Areas EC9: Town Centre Evening Economy
23: Additional Retail Provision	New policy
24: The Natural Environment	SG1: General Sustainable Development SG14: Design and Layout of New Development

Proposed Policy	Replacing Saved South Holland Local Plan policy(s)
	SG18: Landscaping of New Development HS14: Accommodation for Transient Agricultural Workers EN1A: Development and Sites of Local Biodiversity Interest
25: The Historic Environment	SG1: General Sustainable Development SG14: Design and Layout of New Development SG19: Protection of Open Spaces HS16: Conversion of Redundant Rural Buildings to Residential Use HS17: Replacement Dwellings in the Countryside EC4: Farm Diversification including Re-Use of Redundant Rural Buildings EN11: Security Shutters
26: Pollution	SG13: Pollution and Contamination SG14: Design and Layout of New Development SG17: Protection of Residential Amenity HS16: Conversion of Redundant Rural Buildings to Residential Use HS18: Change of Use of Property to Housing in Multiple Occupation (HMO) Use HS19: Sites for Gypsies and Travellers EC4: Farm Diversification including Re-Use of Redundant Rural Buildings EC9: Town Centre Evening Economy EC10: Hot Food Takeaways
27: Climate Change and Renewable and Low Carbon Energy	SG7: Energy Efficiency SG14: Design and Layout of New Development
28: Promoting Safe, Accessible Open Space, Sport and Recreational Facilities	SG19: Protection of Open Spaces HS11: Open Space in New Residential Developments LT2: Safeguarding Open Space for Sport, Recreation and Leisure LT3: Recreational Routes, Public Rights of Way, Disused Railway Lines
29: Delivering a More Sustainable Transport Network	SG2: Distribution of Development SG14: Design and Layout of New Development SG15: New Development: Facilities for Road Users, Pedestrians and Cyclists HS19: Sites for Gypsies and Travellers EC1: Main Employment Areas – Sites Allocated for Employment Use EC4: Farm Diversification including Re-Use of Redundant Rural Buildings EC12: Garden Centres LT3: Recreational Routes, Public Rights of Way, Disused Railway Lines TC2: Cycling, Cycleways
30: Delivering the Spalding Transport Strategy	New policy
31: Vehicle and Cycle Parking	SG16: Parking Standards in New Development SG20: Extensions and Alterations to Existing Buildings HS18: Change of Use of Property to Housing in Multiple Occupation (HMO) Use HS19: Sites for Gypsies and Travellers EC9: Town Centre Evening Economy

Policies not to be directly replaced and will therefore no longer form part of the development plan:

HS14: Accommodation for Transient Agricultural Workers
EC13: The Northern Expansion Area, Spalding
EC14: Land Rear of the White Hart, Spalding
LT4: The Fens Waterways Link
TC1 Safeguarding Road Routes
TC4: Roadside Services

Proposed Policy	Replacing Saved Boston Borough Local Plan policy(s)
1: Presumption in Favour of Sustainable Development	New policy
2: Spatial Strategy	C22: Coastal Zone CO1: Development in the Countryside

Proposed Policy	Replacing Saved Boston Borough Local Plan policy(s)
	CO8: Intensive Livestock Units CO9: Agricultural Buildings
3: Development Management	G1: Amenity G2: Wildlife and Landscape Resources G3: Foul and Surface Water Disposal G7: Accessible Environments G8: Air and Soil Resources ED1: Development in Industrial/Commercial Areas ED2: Development of Ports ED6: Small Developments Within or Next to Settlements ED8: Office Development ED12: Telecommunications RTC1: Retail Development in the Town Centre RTC5: Main Ridge East Shopping Area RTC10: Village Shops T2: Roads and Footpaths in New Developments H9: Housing for the Elderly H10: Extensions and Alterations R2: New Recreational Open Space R3: New Indoor Leisure Facilities R4: Water-Based Recreation Facilities C7: Development of Sites Adjacent to River Witham CO6: Re-Use of Buildings in the Countryside for Employment Uses CO8: Intensive Livestock Units CO9: Agricultural Buildings CO10: Kennels and Catteries CO11: Equestrian Facilities CO11: Equestrian Facilities CO12: Replacement Dwellings
4: Design of New Development	G1: Amenity G2: Wildlife and Landscape Resources G3: Safeguarding the Water Environment G7: Accessible Environments 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 ED6: Small Developments Within or Next to Settlements ED11: Renewable Energy ED12: Telecommunications RTC1: Retail Development in the Town Centre RTC5: Main Ridge East Shopping Area RTC8: Town Centre Land Uses RTC10: Village Shops RTC11: Shops in the Countryside T2: Roads and Footpaths in New Developments H9: Housing for the Elderly H10: Extensions and Alterations R2: New Recreational Open Space R3: New Indoor Leisure Facilities R4: Water-Based Recreation Facilities C7: Development of Sites Adjacent to River Witham C13: Changes of Use in Wormgate C14: Changes of Use of Shops in Wormgate C15: Shopfronts and Advertisements in Wormgate CF3: New Community Facilities A1: Guidelines for Advertisements

Proposed Policy	Replacing Saved Boston Borough Local Plan policy(s)
	A2: Flag Advertisements A3: Advertising Hoardings A4: Advance Signs 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
5: Strategic Approach to Flood Risk	New policy
6: Meeting Physical Infrastructure and Service Needs	
7: Developer Contributions	H4: Open Space in Housing Estates
8: Improving South East Lincolnshire's Employment Land Portfolio	ED1: Development in Industrial/Commercial Areas ED2: Development of Ports ED3: Development of the Business Park ED6: Small Developments Within or Next to Settlements ED9: Expansion of Existing Firms RTC4: Chain Bridge Retail Area RTC11: Shops in the Countryside C22: Coastal Zone CO1: Development in the Countryside CO6: Re-Use of Buildings in the Countryside for Employment Uses
9: Promoting a Stronger Visitor Economy	RTC11: Shops in the Countryside R4: Water-based Recreational Activities C22: Coastal Zone CO1: Development in the Countryside CO6: Re-Use of Buildings in the Countryside for Employment Uses
10: Meeting Objectively Assessed Housing Needs	H1: Allocated Housing Sites
11: Distribution of New Housing	H1: Allocated Housing Sites
12: Spalding Sustainable Urban Extension	New policy
13: Holbeach West Sustainable Urban Extension	New policy
14: Providing a Mix of Housing	H6: Housing for the Disabled H9: Housing for the Elderly
15: Affordable Housing	New policy
16: Rural Exceptions Sites	H7: Low Cost Housing for Local Needs CO1: Development in the Countryside
17: Accommodation for Gypsies, Travellers and Travelling Showpeople	New policy
18: Houses in Multiple Occupation and the Sub-Division of Dwellings	H8: Creating Extra Accommodation in Existing Premises
19: Replacement Dwellings in the Countryside	CO1: Development in the Countryside CO12: Replacement Dwellings
20: Conversion of Redundant Rural Buildings to Residential Use	CO1: Development in the Countryside CO7: Re-Use of Buildings in the Countryside for Residential Purposes
21: Retail Hierarchy	ED8: Office Development RTC1: Retail Development in the Town Centre RTC4: Chain Bridge Retail Area RTC5: Main Ridge East Shopping Area RTC7: Other Prime Shopping Frontages RTC8: Town Centre Land Uses RTC10: Village Shops RTC11: Shops in the Countryside

Proposed Policy	Replacing Saved Boston Borough Local Plan policy(s)
	C13: Changes of Use in Wormgate
22: Primary Shopping Frontages	RTC6: Prime Shopping Frontages RTC8: Town Centre Land Uses
23: Additional Retail Provision	New policy
24: The Natural Environment	G2: Wildlife and Landscape Resources G8: Air and Soil Resources ED1: Development in Industrial/Commercial Areas ED2: Development of Ports ED11: Renewable Energy R4: Water-Based Recreation Facilities C17: Sites of Local Nature Conservation Interest C24: Protected Landscape Sites CO6: Re-Use of Buildings in the Countryside for Employment Uses CO7: Re-Use of Buildings in the Countryside for Residential Purposes
25: The Historic Environment	G10: External Lighting Schemes RTC1: Retail Development in the Town Centre C7: Development of Sites Adjacent to River Witham C8: Stump Views C13: Changes of Use in Wormgate C24: Protected Landscape Sites A1: Guidelines for Advertisements A2: Flag Advertisements
26: Pollution	G1: Amenity G8: Air and Soil Resources G10: External Lighting Schemes ED1: Development in Industrial/Commercial Areas ED2: Development of Ports ED6: Small Developments Within or Next to Settlements ED8: Office Development ED11: Renewable Energy RTC5: Main Ridge East Shopping Area RTC10: Village Shops H8: Creating Extra Accommodation in Existing Premises H9: Housing for the Elderly R2: New Recreational Open Space R3: New Indoor Leisure Facilities R4: Water-Based Recreation Facilities CF3: New Community Facilities 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
27: Climate Change and Renewable and Low Carbon Energy	ED11: Renewable Energy
28: Promoting Safe, Accessible Open Space, Sport and Recreational Facilities	H4: Open Space in Housing Estates R1: Protection of Existing Recreational Open Space R2: New Recreational Open Space R3: New Indoor Leisure Facilities C24: Protected Landscape Sites CF2: Existing Community Facilities CF3: New Community Facilities
29: Delivering a More Sustainable Transport Network	G6: Vehicular and Pedestrian Access G7: Accessible Environments G10: External Lighting Schemes ED1: Development in Industrial/Commercial Areas ED2: Development of Ports

Proposed Policy	Replacing Saved Boston Borough Local Plan policy(s)
	ED6: Small Developments Within or Next to Settlements ED8: Office Development RTC1: Retail Development in the Town Centre RTC10: Village Shops RTC11: Shops in the Countryside T1: New Accesses Onto Major Roads T2: Roads and Footpaths in New Developments R2: New Recreational Open Space R3: New Indoor Leisure Facilities R4: Water-Based Recreation Facilities CF3: New Community Facilities CO8: Intensive Livestock Units CO9: Agricultural Buildings CO11: Equestrian Facilities
30: Delivering the Spalding Transport Strategy	New policy
31: Vehicle and Cycle Parking	RTC10: Village Shops RTC11: Shops in the Countryside T3: Town Centre Car Parking H8: Creating Extra Accommodation in Existing Premises

Policies not to be directly replaced and will therefore no longer form part of the development plan:

ED5: Development in the Area of Mixed Use
ED10: Transport Depots and Lorry Parks
RTC12: Sites for Redevelopment
T6: Taxi Businesses
T7: Docks Railway Line

Appendix 3: References

All documents are published by the South East Lincolnshire Joint Strategic Planning Committee, March 2017 unless stated otherwise and are available at www.southeastlincslocalplan.org

Reference Number	Document	Author	Publication Date
1	Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development Management Policies DPD	Lincolnshire County Council	June 2016
2	Sustainability Appraisal of the South East Lincolnshire Local Plan 2011-2036 Publication Version		
3	Habitats Regulations Assessment of the South East Lincolnshire Local Plan: Publication Draft	Footprint Ecology	2016
4	South East Lincolnshire Whole Plan Viability Study – Final Report	Peter Brett Associates	January 2017
5	South East Lincolnshire Infrastructure Delivery Plan	Peter Brett Associates	November 2016
6	Combined Preferred Options and Sustainability Appraisal Report	South East Lincolnshire Joint Strategic Planning Committee	May 2013
7	South East Lincolnshire Local Plan: Draft for Public Consultation	South East Lincolnshire Joint Strategic Planning Committee	January 2016
8	South East Lincolnshire Local Plan: Preferred Sites Consultation	South East Lincolnshire Joint Strategic Planning Committee	July 2016
9	National Planning Policy Framework	DCLG	2012
10	National Planning Practice Guidance	DCLG	2014
11	East Inshore and East Offshore Marine Plan	Marine Management Organisation	2014
12	Lincolnshire Minerals and Waste Local Plan: Site Locations (Pre-Submission Draft)	Lincolnshire County Council	November 2016
13	Duty to Cooperate Statement		
14	Mid-year population estimates	Office of National Statistics	2015
15	Census	Office of National Statistics	2011
16	NOMIS	Office of National Statistics	2016
17	Neighbourhood Statistics: Industry of Employment	Office of National Statistics	2011
18	NOMIS	Office of National Statistics	2015
19	South East Lincolnshire Town Centres and Retail Capacity Study	applied planning	2013
20	Indices of Deprivation 2015	DCLG	2015
21	House Price Index	Land Registry	
22	Boston Borough Strategic Housing Market Area Assessment	jg Consulting	2015
23	Peterborough Sub-Regional Strategic Housing Market Assessment	GL Hearn	2015
24	Peterborough Sub-Regional Housing Market Area and Boston Borough Council – Strategic Housing Market Assessment Updates	Jg Consulting	
25	Station Usage Estimates	Office of Rail and Road	
26	4th Lincolnshire Local Transport Plan 2013-/14-2022/23	Lincolnshire County Council	2013
27	Boston Borough Council Updating and Screening Assessment Appraisal Report	Defra	2016

South East Lincolnshire Local Plan 2011-36

Reference Number	Document	Author	Publication Date
28	Heritage at Risk Register 2015	Historic England	2015
29	South East Lincolnshire Strategic Housing Land Availability Assessment		
30	Housing Papers		
31	South East Lincolnshire Site Allocations Flood Risk Sequential Test Report		
32	South East Lincolnshire Sustainability of Settlements	South East Lincolnshire Joint Strategic Planning Committee	July 2016
33	Settlement Boundaries Background Paper	South East Lincolnshire Joint Strategic Planning Committee	July 2016
34	South East Lincolnshire Strategic Flood Risk Assessment	HaskoningDHV UK Ltd	
35	Planning Healthy Weight Environments	Town and Country Planning Association	2014
36	Spatial Strategy Background Paper		
37	Greater Lincolnshire Strategic Economic Plan	Greater Lincolnshire Local Economic Partnership	2014
38	South East Lincolnshire Employment Land Technical Paper		
39	South East Lincolnshire Strategic Employment Land Availability Assessment		
40	Greater Lincolnshire Destination Management Plan 2013-2020	Lincolnshire County Council	2013
41	Springfields: The East of England's Premier Retail & Leisure Destination	UBS Triton Properties	2015
42	Lincolnshire Structure Plan	Lincolnshire County Council	2006
43	East Midlands Regional Plan	East Midlands Regional Assembly	2009
44	Spalding Transport Strategy 2014-2036	Lincolnshire County Council	2014
45	Boston Transport Strategy	Lincolnshire County Council	2017
46	A strategy for the delivery of a further phase of the Spalding Western Relief Road and major housing growth in Spalding Background Paper		
47	Planning policy for Traveller Sites	DCLG	August 2015
48	Boston and South Holland Gypsy and Traveller Accommodation Assessment	Opinion Research Services	November 2016
49	UK Post-2010 Biodiversity Framework	JNCC and DEFRA	2012
50	Lincolnshire Nature Strategy	Lincolnshire Biodiversity Partnership	2011
51	Lincolnshire Natural Environment Strategy 2012-2018	Lincolnshire County Council	2012
52	Climate Change Adaptation by Design - A Guide for Sustainable Communities	Town and Country Planning Association	2007
53	Planning for a healthy environment – good practice for green infrastructure and biodiversity	Wildlife Trusts and Town and Country Planning Association	2012
54	Model Procedures for the Management of Land Contamination (CLR11)	Environment Agency	2004
55	GPLC1 - Guiding Principles for Land Contamination	Environment Agency	2010
56	Groundwater Protection: Principles and Practice (GP3)	Environment Agency	2013
57	Land-Use Planning & Development Control: Planning for Air Quality	Institute for Air Quality	May 2015
58	Construction Code of Practice for the Sustainable Use of Soils on Construction	DEFRA	2009

Reference Number	Document	Author	Publication Date
	Sites		
59	UK Marine Policy Statement	HM Government	2011
60	National Policy Statement for Renewable Energy	DECC	2011
61	Water Stressed Areas – Final Classification	Environment Agency	2013
62	Landscape Character Assessment of Boston Borough	ECUS Ltd	2009
63	Strategic Landscape Capacity Study for South Holland	John Campion Associates Ltd	2003
64	Lincolnshire Historic Landscape Characterisation Project	Lincolnshire County Council	2011
65	Lincolnshire Joint Strategic Needs Assessment	Lincolnshire County Council	2011
66	Joint Health and Wellbeing Strategy for Lincolnshire 2013-2018	Lincolnshire County Council	2013
67	Countryside Access and Rights of Way Improvement Plan 2007-2012	Lincolnshire County Council	2007
68	Technical Note 3 – Spalding Western Relief Road Phase North – Additional Traffic Modelling	Lincolnshire County Council Highways Alliance	December 2016
69	South East Lincolnshire Housing Implementation Strategy		

Appendix 4: Car Parking Standards

The following minimum standards should be used in accordance with the guidance in Policy 31.

Type of Development (Use Class)	Car Parking Standard	Cycle Parking Standard
Residential		
Houses and Flats (C3a)	<p>Within the curtilage:</p> <ul style="list-style-type: none"> 2 spaces for dwellings with up to 3 bedrooms 3 spaces for dwellings with 4 or more bedrooms <p>A garage can count as one space if it is 2.6m x 5.6m internal width, with an additional 1m at the end to park cycles</p> <p>Where it can be justified by the character and location of the site the standards may be relaxed for one bedroom dwellings, including flats to one garage or parking space per unit and 1 additional space per 3 units for visitors.</p>	<p>2 spaces within each residential plot or 1 space per unit within a flatted development</p> <p>Where it can be justified by the character and location of the site the standards may be relaxed.</p>
Sheltered Housing (C3)	1 space per 2 units	1 space within each residential plot or unit within a flatted development
Residential care homes (C2)	1 space per 3 residents	1 space per 3 employees
All other residential accommodation will be assessed on a site-by-site basis.		
Non-residential (gross floor space)		
Convenience retail (A1)	1 space per 14m ²	1 stand per 250m ²
Comparison retail (A1)	1 space per 20m ²	1 stand per 500m ²
Restaurants and cafes (A3), drinking establishments (A4)	1 space per 3m ² drinking area and 1 space per 5m ² public dining area	-
Business (B1)	1 space per 30m ²	1 stand per 200m ²
General industrial (B2)	1 space per 65m ²	1 stand per 200m ²
Storage or distribution (B8)	1 space per 150m ²	1 stand per 1000m ²
Nursery, primary or secondary schools (D1)	1 space per 2 staff	1 space per 3 employees Pupils to be assessed on a site-by-site basis
Visitor provision to be assessed on a site-by-site basis		
Higher and Further Education (D1)	<ul style="list-style-type: none"> 1 space per 2 staff 1 space per 15 students 	<p>1 space per 3 employees</p> <p>1 space per 15 students</p>
Visitor provision to be assessed on a site-by-site basis		
Hotels (C1)	<p>1 space per bedroom</p> <p>Additional facilities such as bars/restaurants open to the public and conference facilities will be assessed separately with the appropriate standard</p>	-
All other types of development will be assessed on a site-by-site basis.		

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

South East Lincolnshire Local Plan 2011-36

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
flooding whilst ensuring no increase in flood risk as a result of the development.	<ul style="list-style-type: none"> No of planning permissions granted contrary to Environment Agency advice on the grounds of flooding/water quality Housing permissions and completions in ROY zones 	completions/permissions to assess development in ROY zones.	and alternatives	10: Land and waste, 11: Flood risk, 12: Climate change
Policy 6: Meeting Physical Infrastructure and Service Needs				
Ensuring the delivery of necessary infrastructure requirements related to development proposals.	<ul style="list-style-type: none"> No of infrastructure-related planning conditions discharged No of infrastructure related obligations within a s106 agreement delivered 	<ul style="list-style-type: none"> Annual review of the IDP and open space standards via the AMR to consider if delivery of infrastructure is consistent with objectives of the Local Plan Decision monitoring with respect to s106 and delivery of infrastructure 	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 5: Education, 6: Green infrastructure, 9: Air, water and soil quality, 11: Flood risk
Policy 7: Developer Contributions				
Application of developer contributions to developments above national prescribed thresholds	<ul style="list-style-type: none"> No of s106 agreements signed annually Level of developer contributions funding secured annually No of schemes where site-specific viability assessment leads to developer contributions not being sought 	Annual review of approach to developer contributions	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 5: Education, 6: Green infrastructure, 9: Air, water and soil quality, 11: Flood risk
Policy 8: Improving South East Lincolnshire's Employment Land Portfolio				
Delivery of a portfolio of employment land supply across a range of sites	<ul style="list-style-type: none"> Enterprises by industry Land currently in B1, B2 and B8 use Total amount of additional (net & gross) employment floorspace by type Available allocated employment land with & without planning permission Loss of employment land by type 	Annual monitoring of take-up of B Class development with additional intelligence on general economic trends	Depending on the scale and nature of the potential under-delivery/deviation, actions may include: <ul style="list-style-type: none"> engaging with stakeholders; preparation of an interim position statement; bringing forward additional allocations; and/or partial review of Local Plan 	3: Transport, 4: Social inclusivity, 5: Education, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste. 13: Economy
Policy 9: Promoting a Stronger Visitor Economy				
• Delivery of tourism and visitor economy facilities;	• Expenditure in the visitor economy	• Annual monitoring of tourism/ visitor economy	Review circumstances and if appropriate review policy	3: Transport, 4: Social inclusivity, 5: Education,

South East Lincolnshire Local Plan 2011-36

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
<ul style="list-style-type: none"> Specific policy approach to Springfields Shopping and Festival Gardens 		developments <ul style="list-style-type: none"> Specific consideration of any proposals at Springfields Shopping and the Festival Gardens to determine policy success 	and alternatives	8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 13: Economy
Policy 10: Meeting Objectively Assessed Housing Need				
Provision of 18,300 dwellings (7,550 in Boston BC and 10,750 in South Holland DC) over the plan period.	<ul style="list-style-type: none"> No of housing completions per annum for the Plan area & by LPA Assessment of Five Year Housing Land Supply 	Annual updates via the AMR on completions and permissions	Depending on the scale and nature of the potential under-delivery/deviation, actions may include: <ul style="list-style-type: none"> engaging with stakeholders; preparation of an interim position statement; bringing forward additional allocations; and/or partial review of Local Plan 	1: Housing, 4: Social inclusivity
Policy 11: Distribution of New Housing				
Delivery of housing targets set out by settlement	<ul style="list-style-type: none"> No of housing completions per annum for the Plan area & by settlement Housing commitments derived from extant & submitted planning applications, by settlement per annum 	Annual updates via the AMR on completions and permissions	Depending on the scale and nature of the potential under-delivery/deviation, actions may include: <ul style="list-style-type: none"> engaging with stakeholders; preparation of an interim position statement; bringing forward additional allocations; and/or partial review of Local Plan 	1: Housing, 4: Social inclusivity, 8: landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk
Policy 12: Vernatts Sustainable Urban Extension				
Delivery of the specific development as an urban extension to Spalding including its attendant infrastructure	<ul style="list-style-type: none"> No of housing completions within the sustainable urban extension per annum Amount of the northern phase of the SWRR delivered within each five year 	Annual updates via the AMR on completions and permissions	Depending on the scale and nature of the potential under-delivery/deviation, actions may include:	1: Housing, 3: Transport, 4: Social inclusivity, 7: Green infrastructure, 8: landscape, 9: Air, water

South East Lincolnshire Local Plan 2011-36

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
	period		<ul style="list-style-type: none"> engaging with stakeholders; preparation of an interim position statement; bringing forward additional allocations; and/or partial review of Local Plan 	and soil quality, 10: Land and waste, 11: Flood risk
Policy 13: Holbeach West Sustainable Urban Extension				
Delivery of the specific development as an urban extension to Holbeach including its attendant infrastructure	<ul style="list-style-type: none"> No of housing completions per annum Delivery of Peppermint Junction highways improvements 	Annual updates via the AMR on completions and permissions	Depending on the scale and nature of the potential under-delivery/deviation, actions may include: <ul style="list-style-type: none"> engaging with stakeholders; preparation of an interim position statement; bringing forward additional allocations; and/or partial review of Local Plan 	1: Housing, 3: Transport, 4: Social inclusivity, 7: Green infrastructure, 8: landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk
Policy 14: Providing a Mix of Housing				
Delivery of a mix of housing as defined by the policy	<ul style="list-style-type: none"> No of homes completed by size to meet market and affordable housing needs per annum 	Annual review of the mix of housing delivered	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity
Policy 15: Affordable Housing				
Delivery of affordable housing as defined by the policy	<ul style="list-style-type: none"> No of affordable homes completed per annum 	Annual review of the affordable housing delivery	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity
Policy 16: Rural Exception Sites				
Delivery of specific rural exceptions sites.	<ul style="list-style-type: none"> No of affordable and market homes committed on Rural Homes Exception Sites 	Annual review of rural exceptions housing delivery	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity, 8: Landscape
Policy 17: Accommodation for Gypsy, Travellers and Travelling Showpeople				
Delivery of the identified requirement for Gypsy and Traveller pitches, and Travelling Showpeople	<ul style="list-style-type: none"> Net additional permanent residential pitches for gypsies and travellers Net additional transit or stopping place 	Annual review of pitches and plots delivered	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity, 8: Landscape

South East Lincolnshire Local Plan 2011-36

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
plots	<p>pitches for gypsies and travellers</p> <ul style="list-style-type: none"> • Net additional permanent residential & seasonal plots for travelling showpeople 			
Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings				
Ensuring a suitable mix of housing is available within the Local Plan area	<ul style="list-style-type: none"> • No of HMOs and flat conversions refused • The mix of sizes of housing completed compared with the Strategic Housing Market Assessment 	Annual review of the mix of housing delivered	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity
Policy 19: Replacement Dwellings in the Countryside				
Delivering replacement dwellings in the countryside	<ul style="list-style-type: none"> • No of replacement dwellings completed in the countryside 	Annual review of the delivery of new replacement dwellings	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity, 8: Landscape
Policy 20: The Re-Use of Buildings in the Countryside to Residential Use				
Making provision for the conversion and reuse of rural buildings to dwellings.	<ul style="list-style-type: none"> • No of new dwellings completed by converting redundant rural buildings to residential use 	Annual review of the delivery of dwellings converted from redundant rural buildings	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity
Policy 21: The Retail Hierarchy				
<ul style="list-style-type: none"> • Establishing a retail hierarchy for the Local Plan area. • Setting a thresholds for Retail Impact Assessments • New allocations for Local Centres at urban extensions in Spalding and Boston 	<ul style="list-style-type: none"> • Total amount of floor space for town centre uses within the town centre boundary • Vacancy rates for retail use in the town centres • Amount of floor space completed for town centre uses by type, by centre and for the Local Plan area 	<p>Decision monitoring</p> <p>Periodical surveys of relevant centres to determine vitality and viability</p>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 5: Education, 13: Economy
Policy 22: Primary Shopping Frontages				
Establishing primary shopping frontages for Spalding and Boston	<ul style="list-style-type: none"> • Amount of floor space for retail use within the primary shopping frontages • Vacancy rates by unit in the primary shopping frontages 	<p>Decision monitoring</p> <p>Periodical surveys of relevant centres to determine vitality and viability</p>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 13: Economy
Policy 23: Additional Retail Provision				
Setting out the expected additional retail floorspace (comparison and convenience) required over the Local Plan period.	<ul style="list-style-type: none"> • Total amount of floor space completed for town centre uses by type, by centre and for the Local Plan area • Amount of comparison goods floorspace completed at Springfields Shopping and 	<p>Decision monitoring</p> <p>Periodical surveys of relevant centres to determine vitality and viability</p>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Soil, air and water quality, 10: Land and

South East Lincolnshire Local Plan 2011-36

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
	Festival Gardens			waste, 13: Economy
Policy 24: The Natural Environment				
<ul style="list-style-type: none"> • Application of HRA requirements with respect to major development proposals in the Local Plan area. • General application of protection to national and locally designated habitats and species • Addressing gaps in the ecological network in the Local Plan area 	<ul style="list-style-type: none"> • No of planning applications refused due to their impact on the natural environment • No of hectares of mitigation where planning permission granted on protected sites • No of hectares of restoration, enhancement or connection of habitats and ecological networks • No of hectares of Suitable Alternative Natural Greenspace • No and type of conservation features incorporated into buildings 	<p>Decision monitoring</p> <p>Periodical surveys of state and quality of natural environment features (working with relevant nature conservation bodies)</p>	<p>Review circumstances and if appropriate review policy and alternatives</p>	<p>2: Health and well-being, 4: Social inclusivity, 6: Green infrastructure, 8: Landscape, 9: Soil, air and water quality, 10: Land and waste, 11: Flood risk, 12: Climate change</p>
Policy 25: The Historic Environment				
<ul style="list-style-type: none"> • Policy approach with respect to Listed Buildings and Conservation Areas within the Local Plan area • The role of enabling development in securing improvements/enhancements to heritage assets 	<ul style="list-style-type: none"> • No of planning applications refused for not conserving or enhancing designated or undesignated assets • No of planning applications refused for having an adverse impact on listed buildings or sites of special historic or archaeological interest • No of planning permissions granted for the demolition of listed buildings/buildings in conservation areas • No of planning applications refused for having an adverse impact upon the dominance of church towers, spires and traditional windmills 	<p>Decision monitoring</p> <p>Periodical surveys of state and quality of historic environment features (working with relevant heritage bodies)</p>	<p>Review circumstances and if appropriate review policy and alternatives</p>	<p>7: Heritage, 8: Landscape, 9: Soil, water and air quality, 10: Land and waste</p>
Policy 26: Pollution				
<p>Criteria based policy setting out approach to pollution impacts of development proposals</p>	<ul style="list-style-type: none"> • No of planning applications refused owing to environmental impact • No of AQMAs in South East Lincolnshire • Number of contaminated sites developed 	<p>Decision monitoring</p> <p>Periodical surveys of state & quality of AQMA & contaminated land sites (working with environmental services teams in Boston and</p>	<p>Review circumstances and if appropriate review policy and alternatives</p>	<p>2: Health and well-being, 3: Transport, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk, 12: Climate change</p>

South East Lincolnshire Local Plan 2011-36

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
		South Holland)		
Policy 27: Climate Change and Renewable and Low Carbon Energy				
<ul style="list-style-type: none"> Setting out the approach to evaluating proposals with respect to their potential impacts on climate change Providing criteria to consider proposals for renewable energy 	<ul style="list-style-type: none"> No of planning permissions approved for renewable & low carbon energy No of developments that are designed to minimise & mitigate the impacts of climate change 	Decision monitoring	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk, 12: Climate change
Policy 28: Community, Health and Well-being				
Broad ranging policy covering various factors that require consideration when determining planning proposals including rights of way; encouraging healthy lifestyles; and provision of new or enhancement to existing community facilities	<ul style="list-style-type: none"> No of planning applications refused because they have an unacceptable impact on the criteria No of planning permissions granted for the provision of new community facilities and/or the enhancement of existing community facilities No, area, and area/1,000 people by open space type 	Decision monitoring Periodical surveys of open spaces to determine level of access (likely to be an external consultancy commission)	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 4: Social inclusivity, 5: Education, 6: Green infrastructure, 8: Landscape, 9: Land and waste
Policy 29: Delivering a More Sustainable Transport Network				
<ul style="list-style-type: none"> Identification of specific new road infrastructure and road improvements (Spalding Western Relief Road; Boston Distributor Road; and Peppermint Junction (Holbeach) Seeking general improvements to the rail network. Setting out the general approach to protecting and improving pedestrian and cycle networks Requiring Transport Assessments and Travel Plans where appropriate 	<ul style="list-style-type: none"> CO2 emissions per head Number of AQMAs in South East Lincolnshire No of planning permissions granted with approved Travel Plan No of electric vehicle charging points provided in association with new development No of planning permissions granted with new or improved access facilities for the disabled 	Decision monitoring	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Air, soil and water quality, 12: Climate change
Policy 30: Delivering the Spalding Transport Strategy				
Identifies the mechanism for securing the delivery of transport initiatives and the SWRR to mitigate	No of Spalding Transport Strategy projects completed	Annual review of developer contributions secured	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape,

South East Lincolnshire Local Plan 2011-36

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
the adverse impacts of new housing in Spalding				9: Air, soil and water quality, 12: Climate change
Policy 31: Vehicle and Cycle Parking				
<ul style="list-style-type: none"> • Setting out standards for vehicle and cycle parking • Criteria for evaluating planning proposals with respect to parking 	<ul style="list-style-type: none"> • No of Council car parking bays in the Town Centres, by short stay (time limited), short stay unlimited and long stay (annual frequency) • No of electric vehicle charging points provided in association with new development • No of planning permissions granted with new or improved parking facilities for the disabled 	Decision monitoring	Review circumstances and if appropriate review policy and alternatives	3: Transport, 4: Social inclusivity, 8: Landscape, 9: Air, soil and water quality, 12: Climate change