

South East Lincolnshire Local Plan 2011-2036

Adopted
March 2019



South East Lincolnshire
Joint Strategic Planning Committee

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Foreword

We are delighted to introduce the adopted South East Lincolnshire Local Plan, which will help to shape the growth of Boston Borough and South Holland District for future generations.

The Local Plan has to ensure that our needs for homes, jobs, shops and infrastructure will be met, without harming the things that make South East Lincolnshire special - its wealth of historic buildings, its wildlife, its attractive market towns and villages and large areas of open countryside.

It is the culmination of a great deal of work and public participation, and we are very grateful to everyone who has helped in its preparation, and who took the time to let us have their thoughts on what it should include.

Councillor Roger Gambba-Jones

Chair

South East Lincolnshire Joint Strategic
Planning Committee

Councillor Claire Rylott

Vice-Chair

South East Lincolnshire Joint Strategic
Planning Committee

1. Introduction

- 1.1.1 This adopted Local Plan 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 have worked 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: 'South East Lincolnshire Joint Strategic Planning Committee' for more information.
- 1.1.2 The Local Plan will guide development and the use of land in South East Lincolnshire from 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.
- 1.1.3 Before this Local Plan was adopted, the Development Plan for South East Lincolnshire consisted of the 'saved policies' of the Boston Borough Local Plan and the South Holland District Local Plan (see Appendix 2: 'Saved Local Plan Policy Replacement List') and the adopted policies of the Minerals and Waste Plan¹.
- 1.1.4 This Local Plan, together with the Lincolnshire Minerals and Waste Plan now forms the statutory Development Plan for the area (see Figure 1). Other documents are being prepared in accordance with the Local Development Scheme or any successor.

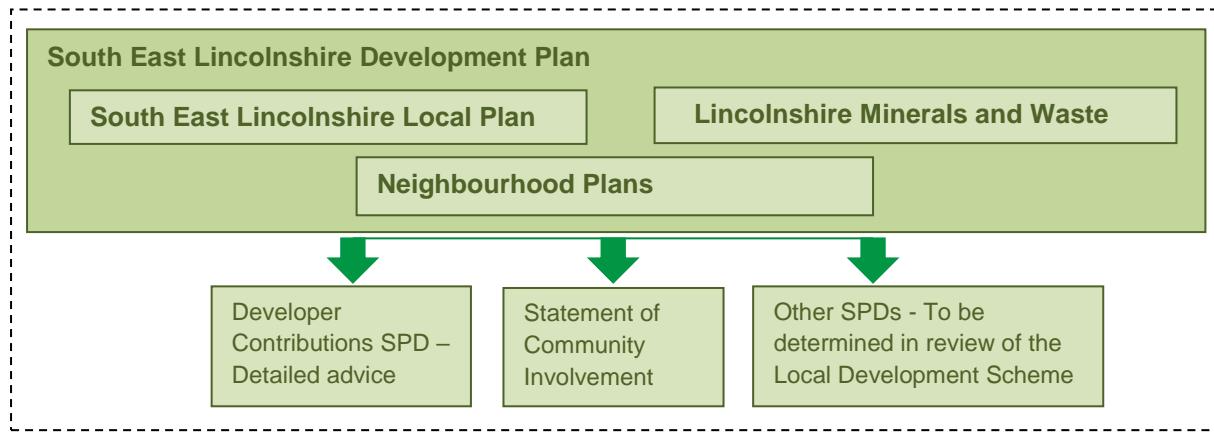


Figure 1: Relationship of the South East Lincolnshire Local Plan and other planning documents

1.2. The preparation of this Local Plan.

- 1.2.1 The Local Plan sets out an overall vision of how South East Lincolnshire and the 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 - these are covered in the Lincolnshire Minerals and Waste Local Plan¹.
- 1.2.3 Publication of this Local Plan follows five earlier consultations (see Figure 2 below). The representations received in these consultations, the outcomes of the Examination In Public, recently completed evidence, and the findings of a Sustainability Appraisal², Habitats Regulations Assessment³, Whole Plan Viability Assessment⁴ and Infrastructure Delivery Plan⁵ have informed the preparation of this document. Appendix 3: 'References', lists the studies that have underpinned policy development.

Strategy and Policies DPD



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 Regulations Assessment³ (HRA) has also been undertaken to ensure that there are no significant adverse effects 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 Assessment will be required. All major housing proposals, including the sustainable urban extensions at Boston (sites Sou006 and Wes002), 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 access to Suitable Alternative Natural Greenspace (SANGs).

- 1.3.4 The potential for cumulative effects will be monitored through the Annual Monitoring Report.

2. Context

- 2.1.1 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 and the Site Locations document¹².

2.2. Duty to Co-operate

- 2.2.1 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.
- 2.2.2 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 were submitted to the Examination in Public and the Duty to Co-operate actions will be maintained in implementing the Local Plan as appropriate.

2.3. Neighbourhood Planning

- 2.3.1 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.
- 2.3.2 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.
- 2.3.3 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: Spatial Strategy
4: Approach to Flood Risk
5: Meeting Physical Infrastructure and Service Needs
6: Developer Contributions
7: Improving South East Lincolnshire's Employment Land Portfolio
10: Meeting Assessed Housing Requirements
11: Distribution of New Housing
12: Reserve Sites
24: Retail Hierarchy
28: The Natural Environment
29: The Historic Environment
31: Climate Change and Renewable and Low Carbon Energy
32: Community, Health and Well-being
33: Delivering a more Sustainable Transport Network

Table 1: Strategic Policies

2.4. **Spatial Portrait**

- 2.4.1 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

- 2.4.2 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.
- 2.4.3 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.
- 2.4.4 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.
- 2.4.5 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.
- 2.4.6 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 remains a priority for those within the education and business community.
- 2.4.7 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.

- 2.4.8 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.
- 2.4.9 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.
- 2.4.10 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.
- 2.4.11 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.
- 2.4.12 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 263 affordable dwellings per annum in Boston Borough²² and 282 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.
- 2.4.13 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.

- 2.4.14 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.
- 2.4.15 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.
- 2.4.16 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.
- 2.4.17 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.

- 2.4.18 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, 80 Local Wildlife Sites and 2 RSPB reserves.
- 2.4.19 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.
- 2.4.20 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.
- 2.4.21 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 1,000 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.

- 2.4.22 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.

2.5. Our Vision for South East Lincolnshire

- 2.5.1 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.

2.6. Strategic Priorities

- 2.6.1 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

3.1.1 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 residents' quality of life.

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 1 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 1, 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 1: 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 (as shown on the Inset Maps) 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 (as shown on the Inset Maps) development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities.

B. 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	Quadrинг	Wigtoft*
		Wrangle*

Within the settlement boundaries of the Minor Service Centres (as shown on the Inset Maps) development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities. Development will normally be limited to Allocated and Committed sites and infill.

C. Areas of development restraint

1. Other Service Centres and Settlements

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

Gosberton Risegate /Clough Lutton

Wrangle Common*
Wyberton Church End*

Within the settlement boundaries of the Other Service Centres and Settlements (as shown on the Inset Maps) development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities. Development will normally be limited to Committed sites and infill.

* Indicates a settlement within Boston Borough. Settlements without an asterisk are within South Holland District.

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 11-15 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 29: The Historic Environment). 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 7: Improving South East Lincolnshire's Employment Land Portfolio). 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 33: Delivering a More Sustainable Transport Network) 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. Within the Minor Service Centres development is likely to be limited to any allocations made in this Plan, existing commitments (i.e. sites under development or with planning permission), changes of use and infill development.

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 1 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: Promoting a Stronger Visitor Economy).

- 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 20: Accommodation for Gypsies, Travellers and Travelling Showpeople) or to meet the specific housing needs of a settlement (see Policy 19: Rural Exceptions Sites).

Monitoring

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

Number of planning permissions approved for non-countryside uses outside settlement boundaries

3.3. Development Management

- 3.3.1 Policy 2 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. Sites allocated for residential and employment related development in this Local Plan have been assessed to provide guidance with regard to constraints and infrastructure requirements. These constraints and requirements can be found in Appendix 5: ‘Allocations – Infrastructure requirements, constraints and mitigation’ and, whilst, these may change over the time frame of the Local Plan they are considered to be a useful starting point in considering what might be relevant in the development of these allocated sites.

Policy 2: 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;
8. impact or enhancement for areas of natural habitats and historical buildings and heritage assets; and
9. impact on the potential loss of sand and gravel mineral resources.

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 3: 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 3 provides more detailed guidance with regard to waste minimisation, utilising renewable energy, reducing water consumption and the sustainable use of existing materials on site (e.g. reuse of excavated materials for landscaping or raising ground levels). Criterion 9 of the policy also has implications for the good use of natural resources in that the Plan Area has two Sand and Gravel Safeguarding Areas identified in the Lincolnshire Minerals and Waste Local Plan (June 2016).

- One area is identified on the Policies Map north west of Boston Borough and the other area is on the Crowland Inset Map.
- 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 protects 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 30: 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 Exception 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 4: 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 28: The Natural Environment). 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 29: The Historic Environment). 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

Number 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 3 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 3: 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, 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 appropriate treatment of facades to public places, including shop

- frontages to avoid visual intrusion by advertising, other signage, 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 (SuDS);
 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 incorporation of existing hedgerows and trees and the provision of appropriate new landscaping to enhance biodiversity, green infrastructure, flood risk mitigation and urban cooling;
 15. the appropriate use or reuse of historic buildings.

Reasoned Justification

- 3.4.3 The purpose of the policy is to provide a list of issues to be considered when development schemes are being prepared, rather than prescribing a particular design approach, consistent with the 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. The issues can be grouped into: Place, Accessibility/Transport, Amenity and Flooding.

Place

- 3.4.4 Good design will seek to provide a development that sits well in its surroundings by respecting the character of the place within which it is located and carefully incorporates infrastructure. Sites will be influenced by the size, shape, density and materials of adjacent buildings and their historic or archaeological importance. In addition the appropriate use of historic buildings helps preserve them for future generations and also contributes to the maintenance of the historic setting of places. The character of the landscape in rural locations can influence the size, shape and orientation of buildings as a result of its ability to absorb development, indicated by the description and the sensitivities of the landscape in the landscape character assessments. In addition new buildings will meet the requirements of their users, be that residential or commercial occupiers, by providing suitable places to store refuse, cycles and park cars. In conjunction with Policy 36: Vehicle and Cycle Parking, which requires some electric hook up points for vehicles, this will help the sustainability of the development by supporting recycling, encouraging the use of cycles to reduce traffic congestion and support the initial stages of the evolution of transport away from the internal combustion engine, which, along with cycling, will benefit air pollution.

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

Accessibility / transport.

- 3.4.6 The 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.

Amenity

- 3.4.7 The use or operation of sites also needs to respect neighbouring uses. Lighting should be designed to illuminate the desired building or space without spilling out beyond the boundary as this contributes to overnight light pollution and causes disturbance to both the human population and nocturnal wildlife. Spaces and footways should have suitable sight lines and together with boundaries should seek to create a safe environment that discourages criminal activity and fosters community safety. The public impact of development can be undermined by the inappropriate design, siting and lighting of signs, the design and incorporation of security shutters into buildings and the position of meter boxes on the public faces of buildings. In addition poorly positioned service and infrastructure cabinets and sub stations produce an unsightly impact on the locality, which undermines the overall benefit that the development may achieve. These issues along with the interaction of neighbouring uses with the Pollution Policy contribute to protecting residential amenity.

Flooding

- 3.4.8 A development will make buildings and places more resilient to flooding by, for example, raising the floor level, and adapting the internal materials, electrical

circuits and plumbing to cope better with any flood event. These issues may be successfully incorporated in buildings that follow traditional or contemporary design in accordance with Building Regulations. In addition, owing to flood risk new activities may need to be deterred in certain areas based on their intrinsic hazard from water. The hazard may result from a combination of the activity type, its duration and the potential for failure of flood-control measures.

Monitoring

Number of planning applications refused owing to inappropriate design

3.5. Approach to Flood Risk

- 3.5.1 Much of the land within the Local Plan area is at significant risk of flooding and this will increase with climate change. It is important that the Plan provides a robust response to this issue and at the same time facilitates appropriate development to continue in a way that is resilient to the potential consequences of flooding.

Policy 4: Approach to Flood Risk

Development proposed within an area at risk of flooding (Flood Zones 2 and 3 of the Environment Agency's flood map or at risk during a breach or overtopping scenario as shown on the flood hazard and depths maps in the Strategic Flood Risk Assessment) will be permitted, where:

1. It can be demonstrated that there are no other sites available at a lower risk of flooding (i.e. that the sequential test is passed). The sequential test will be based on a Borough or District wide search area of alternative sites within the defined settlement boundaries, unless local circumstances relating to the catchment area for the development justify a reduced search area, i.e. there is a specific need for the development in that location. The sequential test is not required for sites allocated in the Local Plan, minor development¹ or change of use (except for a change of use to a caravan, camping or chalet site, or to a mobile home or park home site).
2. It can be demonstrated that essential infrastructure in FZ3a & FZ3b, highly vulnerable development in FZ2 and more vulnerable development in FZ3 provide wider sustainability benefits to the community that outweigh flood risk.
3. The application is supported with a site-specific flood risk assessment, covering risk from all sources of flooding including the impacts of climate change and which:
 - a. demonstrate that the vulnerability of the proposed use is compatible

1.1.1 _____

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

- with the flood zone;
- b. identify the relevant predicted flood risk (breach/overtopping) level, and mitigation measures that demonstrate how the development will be made safe and that occupants will be protected from flooding from any source;
 - c. propose appropriate flood resistance and resilience measures (following the guidance outlined in the Strategic Flood Risk Assessment), maximising the use of passive resistance measures (measures that do not require human intervention to be deployed), to ensure the development maintains an appropriate level of safety for its lifetime;
 - d. include appropriate flood warning and evacuation procedures where necessary (referring to the County's evacuation routes plan), which have been undertaken in consultation with the authority's emergency planning staff;
 - e. incorporates the use of Sustainable Drainage Systems (SuDS) (unless it is demonstrated that this is not technically feasible) and confirms how these will be maintained/managed for the lifetime of development (surface water connections to the public sewerage network will only be permitted in exceptional circumstances where it is demonstrated that there are no feasible alternatives);
 - f. demonstrates that the proposal will not increase risk elsewhere and that opportunities through layout, form of development and green infrastructure have been considered as a way of providing flood betterment and reducing flood risk overall;
 - g. demonstrates that adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
 - h. ensures suitable access is safeguarded for the maintenance of water resources, drainage and flood risk management infrastructure.

Development in all flood zones, and development over 1 hectare in size in Flood Zone 1, will need to demonstrate that surface water from the development can be managed and will not increase the risk of flooding to third parties.

Change of use of existing buildings will be supported providing they do not pose an increase in risk to people. Change of use that would result in self-contained ground floor residential accommodation in areas of hazard rating 'danger for some', 'danger for most' and 'danger for all' will not be supported. In these areas unrestricted access to a habitable room above the

flood level and an emergency evacuation plan will be required.

Caravans, mobile homes and park homes intended for permanent residential use will not be permitted in areas at risk of flooding. Caravan, chalet, log cabin, camping and touring sites at risk of fluvial flooding where there is a ‘danger for most’ and ‘danger for all’ will not be permitted. Occupancy of caravan, chalet, log cabin, camping and touring sites at risk of tidal flooding will not be permitted to open between 1st November in any one year and the 14th March in the succeeding year.

No development will be permitted within a 50m buffer from the toe of the raised Witham Haven Banks (flood defences), as shown on the indicative Plan contained in Appendix 10, to allow access for construction and maintenance.

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 potential flood depths, velocity and categories of ‘danger’ over the lifetime of the development. In certain circumstances, e.g. where a flood-mitigation proposal might also be of a more strategic benefit it may also be appropriate to seek planning obligations to support the benefits sought.
- 3.5.3 Sites selected for development in the Plan have been considered using the mapping outputs contained in the Strategic Flood Risk Assessment. A range of options was considered and the sequential test was undertaken alongside the sustainability appraisal. As the area covered by the flood zones is extensive in the Local Plan area, it was not possible, consistent with wider sustainability objectives, for all development to be located in zones with a lower probability of flooding. Many of the areas of land at lowest risk of flooding are in isolated areas, unrelated to settlements. Satisfying housing need in the most sustainable existing communities has therefore necessitated the need for a different approach to the distribution of growth to meet housing need.
- 3.5.4 The proportion of growth allocated to settlements has therefore been distributed according to the sustainability of the settlement balanced against the risk of flooding. The sequential test was then undertaken within the settlement boundaries, as opposed to a district wide search, which is advocated in National Planning Guidance. Sites allocated in the Local Plan are deemed to have passed the sequential test and no further evidence in respect of this will need to be submitted at planning application stage. However, site specific flood risk

- assessments, will still need to demonstrate that the proposed development on allocated sites will be safe for its lifetime. This will include proposing mitigation measures to deal with the potential consequence of flooding, should flood defence infrastructure fail.
- 3.5.5 The provisions of the Local Plan will ensure that housing need within settlements is met. However, going forward the steer of national policy will need to be applied and future speculative and windfall proposals will be required to use a Borough or District wide search area when undertaking the sequential test. This will ensure that development is directed to areas at the lowest risk of flooding and that development in the highest risk areas only proceeds by exception (i.e. meeting the Exceptions Test). Policy 5 facilitates this approach and provides a framework against which future development will be considered. Further guidance on all aspects of development and flood risk can be found in the South East Lincolnshire Strategic Flood Risk Assessment³⁴. However, where development is proposed to satisfy an identified need it may be appropriate to reduce the search area to a particular catchment.
- 3.5.6 The Local Plan area has a number of agencies with responsibilities for assessing and managing flood risk:- Lincolnshire County Council as Lead Local Flood Authority (and Highways Authority), the Environment Agency, Internal Drainage Boards, and Anglian Water as well as the Local Authorities. In addition to their individual responsibilities, these agencies work in various partnerships in order to bring about betterment to flood risk whether by policy or by innovation and infrastructure.
- 3.5.7 Mitigation may also be incorporated in SuDS which are likely to be required irrespective of the flood risk. All major developments will be expected to incorporate Sustainable Drainage Systems (SuDS) as standard. SuDS can vary substantially in terms of what is required, from rain water harvesting to water retention and treatment (e.g. through reed beds). Some SuDS may be an adequate response to surface water flood issues. Surface water connections to the public sewerage network should only be made in exceptional circumstances where it can be shown where there are no feasible alternatives.
- 3.5.8 The Boston Combined Strategy seeks to reduce the risk of tidal flooding to the town over the next 100 years. The Strategy includes the construction of a strategic-level flood mitigation defence, known as the Boston Barrier, which is expected to be completed by 2020. It will be of significant benefit to the urban area of Boston, reducing the likelihood of flooding and improving confidence to invest in the town. An integral part of the strategy includes the raising of the Witham Haven Banks. Future bank raising is likely to include the need for wider crest widths (for safer access/working) and flatter side slopes (for increased stability) and hence will require a wider overall footprint. It is therefore necessary to safeguard an area of 50m from the toe of the existing defence in order to facilitate these works. This will enable access for plant and machinery required to construct the works, although the final footprint of the completed works will be less than 50m.

Monitoring

Provision of new strategic flood mitigation infrastructure

Number of planning permissions granted contrary to Environment Agency advice on the grounds of flooding or water quality

Number of residential planning permissions granted in 'danger for some', 'danger for most' and 'danger for all' hazard zones

Number of development proposals within 50m buffer from the toe of the Haven banks

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 5 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 5: 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.

The growth proposed by the Local Plan is likely to require an increase in the capacity of education provision which will need to be met in the following locations and settlements;

- New secondary schools for Boston (to the west of the urban area) and for Spalding on the site, measuring 8.5Ha, identified south of housing site Mon008 on the Spalding Inset Map;
- Extended secondary school capacity for Old Leake, Holbeach, Long Sutton and Donington;
- New primary school provision for Boston serving SUE site Sou006 [Policy 13] and for Spalding serving the Vernatts SUE [Policy 15] and other committed housing developments and for Holbeach;
- Extended primary school provision within; Boston, Spalding, Crowland, Donington, Holbeach, Long Sutton, Pinchbeck, Swineshead, Sutterton, Deeping St Nicholas, Gosberton, Quadring, Surfleet and Weston.

Where development might take place over a period of time the provision of physical infrastructure and services will be phased. A master planning approach will be taken to aid the delivery of sites as appropriate. A piecemeal approach to applying for planning permission on a large site e.g. the

Sustainable Urban Extensions (SUE's) or the underdevelopment of a site that seeks to undermine the need to meet the policy requirements of the Local Plan will not be permitted.

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.

There are various active partnerships within the County and mostly led by the Greater Lincolnshire Local Enterprise Partnership taking forward work on infrastructure (e.g. water management and also infrastructure provision). A proposal within the SELLP Infrastructure Delivery Plan is to augment this partnership working with a Utilities Forum to consider, in particular, arising energy needs and infrastructure provision. It is expected that the Utilities Forum will need to be held on an annual basis or more often as appropriate.

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 2: Development Management and 4: Approach to Flood Risk. In delivering the infrastructure and service needs arising from new development Policy 6: Developer Contributions will be key, as will the use of planning conditions. Policies 32: Community, Health and Well-being, 33: Delivering a More Sustainable Transport Network, 34: Delivering The Boston Distributor Road and 35: Delivering the Spalding Transport Strategy 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 (see Inset Map 2), a site has been identified 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, 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

Number of infrastructure-related planning conditions discharged

Number of infrastructure-related obligations within a Section 106 agreement delivered

Number of schools 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 3.6.5 above).

- 3.7.2 In South East Lincolnshire, the introduction of a Community Infrastructure Levy (CIL) is unlikely in the short-medium term; Policy 6 provides further guidance on how developer contributions will operate in South East Lincolnshire in the absence of a CIL.

Policy 6: Developer Contributions

Developments of 11 or more dwellings, or which have a combined gross floorspace of more than 1,000 sqm, or non-residential development of 1,000sqm gross floorspace or more will be expected to mitigate their impacts upon infrastructure, services and the environment to ensure that such developments are acceptable in planning terms. The 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 56 of the NPPF⁹, or any successor.

Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure and services required by the development, either alone or cumulatively with other developments. Contributions will be determined having regard to:

- the identified needs generated by the proposed development;
- the viability of the proposed development; and
- the priorities attached to meeting individual local and strategic infrastructure and service requirements.

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.

Developer contributions relating to the provision of:

- affordable housing will be made in accordance with Local Plan Policy 18: Affordable Housing;
- transport infrastructure will be made in accordance with Local Plan Policy 33: Delivering a More Sustainable Transport Network, and where appropriate:
 - Policy 13: South-West Quadrant Sustainable Urban Extension;
 - Policy 14: South of the North Forty Foot Sustainable Urban Extension;
 - Policy 15: Vernatts Sustainable Urban Extension;

- Policy 16: Holbeach West Sustainable Urban Extension;
- Policy 34: Delivering the Boston Distributor Road; and
- Policy 35: Delivering the Spalding Transport Strategy;
- education facilities will be made in accordance with the requirements set out in Appendix 8: Developer Contributions for Education Facilities;
- health facilities will be made in accordance with the requirements set out in Appendix 9: Developer Contributions for Health Facilities; and
- sport facilities, recreational open space and other green infrastructure will be made in accordance with Local Plan Policy 32: Community, Health and Well-being.

In addition, the provision of developer contributions should be in accordance with the relevant requirements of:

- The proposed Developer Contributions Supplementary Planning Document (SPD) and each Local Planning Authority's Developer Contributions Prioritisation Framework (or successor);
- 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 necessary road improvements, but can also secure developer contributions to support growth, including but not limited to affordable housing and other tariff-style contributions. Other policies in this Plan set out more specific requirements on matters such as flood risk (Policy 4), affordable housing (Policy 18), open space and community facilities (Policy 32) and transport (Policies 33, 34 and 35). Where known, infrastructure required as part of the development of the Sustainable Urban Extensions in Boston, Spalding and Holbeach are set out in Policies 13 to 16 respectively.
- 3.7.4 Developer contributions will take into account specific-site circumstances and the type (residential and non residential development) 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.

- 3.7.5 Where it is proposed to phase developments, sub-divide sites or where recent subdivision 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 6.
- 3.7.6 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 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.
- 3.7.7 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.
- 3.7.8 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.
- 3.7.9 The Local Planning Authorities do not intend introducing a Community Infrastructure Levy (CIL) in the short-medium term. As such, Policy 6 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'.
- 3.7.10 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.
- 3.7.11 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.

- 3.7.12 The Local Planning Authorities will re-negotiate planning obligations where necessary consistent with national policy¹⁰. Appropriate developer evidence on viability should be submitted to provide the basis of such negotiations.
- 3.7.13 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.
- 3.7.14 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. In this regard, careful consideration will need to be given to prioritising the provision of one or more items of infrastructure and/or service at the expense of others.
- 3.7.15 As a major interested party in the consideration of developer contributions, Lincolnshire County Council (LCC) would expect to identify all the necessary S106 demands from an individual scheme through the consultation processes on individual planning applications. LCC recognises the potential impact of viability assessments on the ability to deliver all such demands and has an internal prioritisation process to enable, where necessary, choices to be made as to what contributions are prioritised. Provided that LCC are party to the viability negotiations these choices can be assessed accordingly and alternative funding sources pursued as required. LCC would envisage that the use of Memoranda of Understanding, as have been developed on other schemes between key parties including the District Local Planning Authority and landowners or developers, would provide a mechanism for identifying and agreeing the most appropriate delivery mechanism for phases of particular schemes.
- 3.7.16 The Councils will continue to consider, when determining planning applications, the restrictions of the Community Infrastructure Regulations on the use of planning obligations (section 106 of the Town and Country Planning Act 1990, as amended) and highways agreements (section 278 of the Highways Act 1980). The Spalding Western Relief Road and Boston Distributer Road have long been regarded as requiring delivery in distinct sections – each an 'infrastructure project' in the words of regulation 123. Therefore, each project would have a pool of developments from which to secure contributions. This is reflected in the proposed Local Plan SUE policies for the two towns and will be considered through the relevant planning applications and in the wording of relevant agreements.
- 3.7.17 More detail on how developer contributions will be implemented will be outlined in the Developer Contributions 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 completed per annum

Level of developer contributions funding secured per annum

Number of schemes where site-specific viability assessment leads to developer contributions not being sought

4. Promoting Economic Prosperity and Employment Opportunities

- 4.1.1 South East Lincolnshire is located within both the Greater Lincolnshire Local Enterprise Partnership (GLLEP) and the Greater Cambridge and Peterborough Local Enterprise Partnership which are committed to delivering sustainable economic growth in their areas over the Local Plan period. The GLLEP in particular has set ambitious targets in respect of key growth sectors; the aspiration is for agri-food, logistics, education, research and development, and the visitor economy to increase their economic value over the Local Plan period. Additionally the aim is to diversify the local economy and jobs market to attract more highly-skilled and high-value employment to the area³⁷. This Local Plan has a fundamental role to play in the delivery of these aspirations. Appendix 5: ‘Allocations – Infrastructure requirements, constraints and mitigation’ of the Local Plan provides an assessment of constraints and infrastructure that may need to be met on the allocated employment sites. Whilst these considerations may change over the plan period they are a useful starting point in preparing development proposals.

4.2. Improving South East Lincolnshire’s Employment Land Portfolio

- 4.2.1 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. Of these, about 10,300 B Class jobs could be required³⁸.
- 4.2.2 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 7 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 7: 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 some 17,600 jobs in the area, 3,800 in Boston Borough and 13,800 in South Holland District. Of these about 10,300 jobs fall into Class B.

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. On Mixed-use development sites, which incorporate main employment uses under Class B as specified for each site, together with other identified appropriate employment-generating uses, non-Class-B uses will only be supported where the applicant can demonstrate they are ancillary to the effective functioning of the Mixed-Use Area identified #. A master plan will be required for prestige sites identified*.

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	89.7	18.0	B1, B2, B8
BO008	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
CRO07	Thorney Road, Crowland	1.7	1.7	B1, B2, B8
HO002	Holbeach Food Enterprise Zone*#	17.0	16.0	B1, B2, B8, D1
KI001	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*#	22.2	16.2	B1, B2, B8, A3, A4, C1
SP012	Clay Lake, Spalding*	36.9	18.3	B1, B2, B8
SU001	Sutterton Enterprise Park	6.28	2.6	B2

SB002	Wingland, Sutton Bridge	24.4	2.3	B1, B2, B8
	TOTAL		139	

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	1.63	0.2	B1, B2, B8
SB005	Railway Lane Industrial Estate, Sutton Bridge	0.60	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
SB007	Wingland Power Station	8.0	-	-
SB014	Wingland Power Station B	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
BO056	Rolec Services Ltd	Boston
BI001	JDM Food Group	Bicker
BI003	Transflor Ltd	Bicker
BU001	Produce World	Butterwick
BU002	Pearson Packaging	Butterwick
CR003	Horseshoe Yard	Crowland
DO001	Millfield Road Industrial Estate	Donington
DO002	Mill Lane	Donington
DO003	High Street	Donington
DO007	Station Approach	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
KI002	Manor Road	Kirton
KI015	Wash 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

OL001	M Baker & Son	Old Leake
OL002	Charles Wright & Sons	Old Leake
QU005	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	Mason Bros	Swineshead
WH001	Whaplode Industrial Estate	Whaplode
WE001	Flamingo Flowers	Weston

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:

- a. the development does not conflict with neighbouring land uses;
- b. there is no significant adverse impact upon the character and appearance of the area;
- c. the design is responsive to the local context;
- d. there will be no significant adverse impact on the local highway network;
- e. there will be no significant adverse impact upon the viability of delivering any allocated employment site;
- f. proposals maximising opportunities for modal shift away from the private car are demonstrated; and
- g. 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:

1. 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;
2. 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
3. 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

- 4.2.3 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).
- 4.2.4 Policy 7 has identified 126.9ha of employment land: 89.3ha for B-Class development (29.4ha have consent) at the strategic Main Employment Areas as well as the 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.
- 4.2.5 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.
- 4.2.6 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 BO008: 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 BO008 will be agreed through a master plan for the site.
- 4.2.7 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 7 reflects that identified in the planning permission for the site, such as the development being constructed at KI001: Kirton Distribution Park. Elsewhere the mix of uses reflects the expected approach to be taken for the site through a master plan. However, promoting mixed-use development means that there is considerable overlap with the visitor economy policies, retail and town centre policies (see Policies 9, 24, 25 and 27). Therefore, in order to protect the town centres and to promote sustainable development, proposals within these allocations for any use not identified by Policy 7 will be refused, unless clearly ancillary to the uses identified.
- 4.2.8 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 site’s context that takes account of nearby residential properties, and delivers the necessary sustainability, transport, accessibility and infrastructure requirements. A master plan is therefore required for each location; the Local Planning Authorities will work with landowners, developers and stakeholders to ensure a master plan is prepared.
- 4.2.9 The Restricted Use Employment Sites are either already operational or have planning permission on the site areas identified, apart from Sutton Bridge Port which is proposed for extension. They 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.

- 4.2.10 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 7 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.
- 4.2.11 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 7. However, the desire to promote rural employment must be balanced with the need to protect the existing character of the Countryside.
- 4.2.12 Policy 7 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.
- 4.2.13 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.

Spalding Rail-Freight Interchange

- 4.2.14 The Local Plan: Draft for Public Consultation (including site options for development), January 2016, contained a policy proposing the safeguarding of 112ha of land south of Spalding for the development of a Spalding Rail-Freight Interchange (RFI).
- 4.2.15 This proposal had been informed by a significant amount of work (including public consultation) which was undertaken to identify a South Holland District Council-approved preferred site for a RFI in 2010. This site was subsequently promoted in the Local Plan: Combined Options and Sustainability Appraisal Report (May 2013) on the basis that it recognised the locational requirements for this type of facility, and the detailed findings of the 2009 consultant's report titled 'Rail-Freight Interchange Facilities for South Holland District'. The Spalding RFI was promoted in the emerging Local Plan because of a known developer interest in the project.

Unfortunately, the developer in question was unable to reconfirm its interest - and therefore evidence deliverability of the project - in time for the preparation of the Preferred Sites for Development document in 2016. Consequently, it has not been possible to continue to promote the proposal and its identified site through the Local Plan.

- 4.2.16 Notwithstanding this situation, the Joint Committee remains supportive of the principle of developing a Spalding RFI on the previously-identified site.

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

4.3. Prestige Employment Sites

- 4.3.1 Policy 7: 'Improving South East Lincolnshire's Employment Land Portfolio' of the Local Plan identifies six prestige sites and the potential employment and other uses expected to be delivered. Policy 8 provides the overall requirements that apply to all the Prestige sites and further detailed parameters that must be considered in bringing forward development on each site.

Policy 8 : Prestige Employment Sites

The Prestige Sites identified in Policy 7 and on the Policies Map will each require a masterplan. The following general principles will apply to the Prestige Sites:

1. Delivery of a mix of employment opportunities that include the target sectors of agri-food, logistics, education, research and development, and the visitor economy as appropriate to each site;
2. Well-designed schemes that deliver high quality development;
3. Good access to the strategic highway network;
4. Good connections into the local public transport, pedestrian and cycle network;
5. The incorporation of landscaping schemes that contribute to a high quality development and where appropriate, mitigate the impacts of the Prestige Site with neighbouring developments and the open countryside;
6. Ensure any flood risk issues are considered in line with Policy 4.

The masterplans and any subsequent planning applications will need to take account of the following key parameters for each site.

Q2: The Quadrant, Boston

- The site forms part of the Sustainable Urban Extension (Sou006) to Boston (see Policy 13).
- Development will comprise B1, A1, A2 and A3 uses associated with the community hub and marina hub as set out in Policy 13.
- Access and internal road infrastructure will be delivered as part of an agreed comprehensive development of Sou006.
- Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades with reference to Policies 4 and 13.
- Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.
- Ensure a Heritage Impact Assessment is undertaken to identify any mitigation associated with the employment elements of the site with respect to the scheduled ancient monument to the north east of the site.

Holbeach Food Enterprise Zone

- The site will be subject to the production of a Local Development Order that will facilitate delivery of the site.
- Development will comprise B1, B2, B8 and D1 uses.
- Main access to be provided through improvements to the Peppermint Junction onto the A17 from the A151 and additional roundabout on the A151 to service the site.
- Additional internal road infrastructure is required to service new development off the main access point to the site.
- Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades.
- Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.

Kirton Distribution Park

- Development will comprise B1, B2 and B8 uses with some ancillary sui-generis use permitted.
- Access to be provided by existing infrastructure via the junction to the A16 and the spine road that is present on the site.
- Additional internal infrastructure is required to service new development off the existing spine road within the site.
- Flood risk mitigation measures are already in place for the site but additional flood risk assessments will be required with individual

applications.

- Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.

Bridge Road, Long Sutton

- Development will comprise B1, B2 and B8 uses.
- Access to be provided from Bridge Road.
- Additional internal road infrastructure is required to service new development.
- Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades.
- Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.

Lincs Gateway, Spalding

- Development will comprise B1, B2 and B8 uses with some ancillary A3 and A4 uses permitted.
- Access to be provided at two points off the B1173 and Barrier Bank from the A16/ A1175.
- Additional internal road infrastructure is required to service new development off the two access points to the site.
- Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades.
- Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.

Clay Lake, Spalding

- Development will comprise B1, B2 and B8 uses.
- Access to be provided from the A16.
- Additional internal road infrastructure is required to service new development off the main access to the site.
- Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades.
- Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.

Reasoned Justification

- 4.3.2 Further information is provided by the indicative layouts in Appendix 10 which illustrate in broad terms the expected layout of each site in terms of uses and the main constraints that need to be taken of account in bringing forward each site. The sites have a varied status at the point of adoption of the Local Plan with some benefiting from planning permission and a degree of development already in place; whilst others have no specific proposals worked up as yet. The site at Holbeach (Food Enterprise Zone) is subject to a Local Development Order process.

Monitoring

For each site:

Completion of masterplan

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

Available employment land with and without planning permission

4.4. Promoting a Stronger Visitor Economy

- 4.4.1 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 1.

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 24 and 27;
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

- 4.4.2 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, such as that related to the Fens Waterways Project, which concerns key assets will be supported, while respecting the sensitivity of some of the areas where such development may take place.
- 4.4.3 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, such as the proposed marina and related development at Q2: The Quadrant in Boston, within the settlements identified by Policy 1 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.
- 4.4.4 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.

- 4.4.5 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.
- 4.4.6 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 24: The Retail Hierarchy and 27: Additional Retail Provision. 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.
- 4.4.7 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

- 5.1.1 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.
- 5.1.2 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.
- 5.1.3 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.

5.2. Meeting Assessed Housing Requirements

- 5.2.1 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.
- 5.2.2 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 Assessed Housing Requirements

Provision will be made for a net increase of at least 19,425 dwellings in South East Lincolnshire. By Local Authority area over the Local Plan period (2011-2036) this is:

Boston Borough: 7,744 at 310 per annum

South Holland: 11,681 at 467 per annum

Reasoned Justification

- 5.2.3 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.
- 5.2.4 In terms of delivery, both Boston Borough and South Holland have a track record of meeting housing targets through completions over the long-term. Therefore, whilst completion rates have been significantly down for periods within the last five years and more 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 Assessed Housing Requirement is derived from the Strategic Housing Market Assessment (SHMA) Update Report for the two HMA's (March 2017) with an uplift of 5% applied to increase the potential supply of affordable housing. The SHMA (March 2017) reports relatively low rates of vacant dwellings for the two HMA's (Boston Borough at 1.6% and South Holland at 1.9%). However, bringing such properties back into use will be supported in appropriate circumstances. 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.
- 5.2.5 In recognising the under-delivery of housing completions over the last five years the Local Plan sets out expected trajectories for housing development for five-yearly intervals starting in 2016-17. This start date is chosen as many of the larger sites, such as the strategic urban extensions and sites requiring major infrastructure investment, are unlikely to start to contribute to completions until several years after the Local Plan is adopted. The housing trajectories below reflect housing commitments (planning permissions minus an assumed lapse rate) the housing allocations identified in the Local Plan, and windfall allowances. The detailed calculations (and the assumptions which underpin them) which make up the trajectories are set out in Appendix 4: 'Expected Housing Completions' to the Plan.

- 5.2.6 In the first six years of the Local Plan period (2011/12 to 2016/17), 1,860 dwellings should have been built in Boston Borough (310x6) and 2,802 in South Holland District (467x6). In fact, housing completions amounted to 971 in Boston Borough and 1,498 in South Holland, leaving a shortfall of 889 dwellings in Boston Borough and 1,304 in South Holland District. There are two well-established approaches for dealing with past shortfalls, which are known as the 'Sedgefield' and 'Liverpool' methods (the 'Sedgefield' method seeks to meet any shortfall over the following five years, whereas the 'Liverpool' method spreads it over all the remaining years of the plan period). The Local Plan's housing provisions (both commitments and allocations) rely heavily on Sustainable Urban Extensions, which will help to deliver important new infrastructure. As a consequence of their scale and complexity, these Sustainable Urban Extensions are not expected to deliver new dwellings until later in the Local Plan period. Thus, the provisions of the Local Plan are significantly 'back-loaded' and the shortfalls from the Local Plan's first six years will therefore be met over all the remaining years of the Plan period (i.e. the 'Liverpool' method will be used).
- 5.2.7 Other 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.



Figure 4: Boston Borough Housing Trajectory 2011-2036

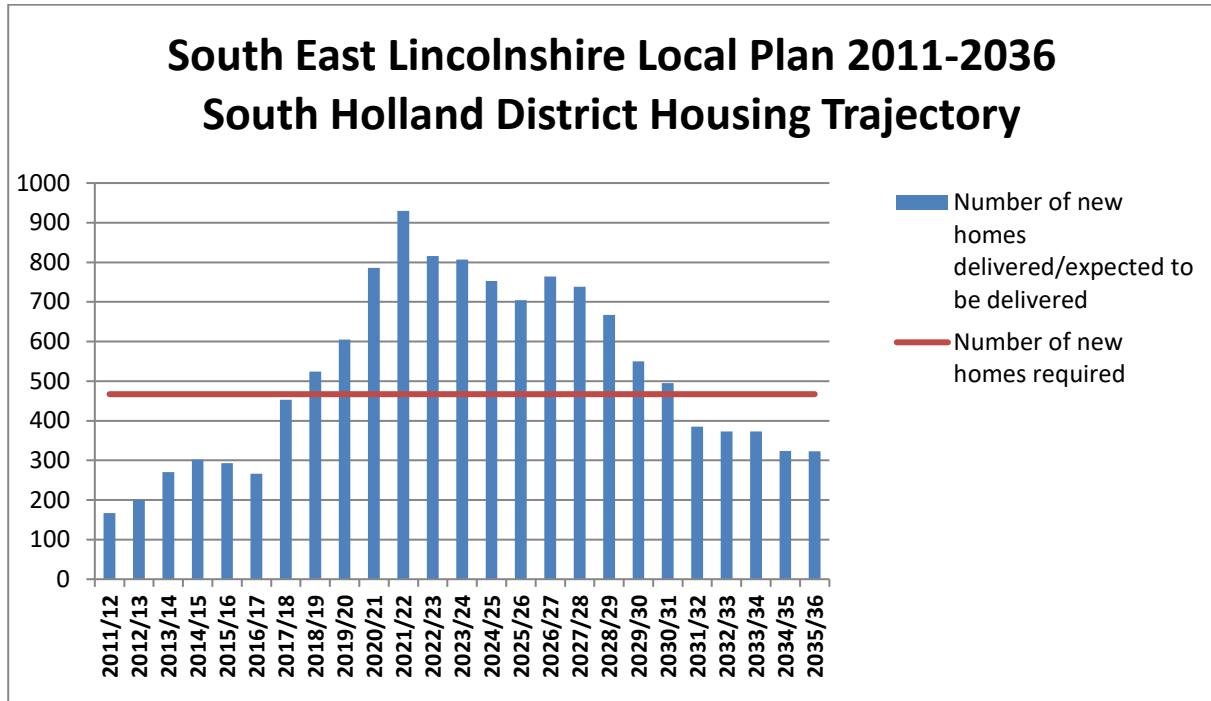


Figure 5: South Holland District Housing Trajectory 2011-2036

Monitoring

Number of housing completions per annum for the Plan area and by Local Planning Authority
Assessment of Five Year Housing Land Supply

5.3. Distribution of New Housing

- 5.3.1 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: Meeting Assessed Housing Requirements. 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: Distribution of New Housing 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.
- 5.3.2 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 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.
- 5.3.3 Policy 11: Distribution of New Housing is supported by, and complementary to Policy 1: Spatial Strategy. 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 5: Meeting Physical Infrastructure and Service Needs). 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.

- 5.3.4 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. The Peterborough Sub-Region Strategic Housing Market Assessment Update Report (October 2015) does not provide assessments for sub-areas within South Holland District.
- 5.3.5 It is acknowledged that incremental growth in housing supply will also come about through infill and ‘speculative’ applications both within the settlements identified in Policy 11 and also within the Other Service Centres and Settlements. Policy 1: Spatial Strategy is the main supporting policy through which to assess infill development opportunities (with reference to the relevant Inset Map). Within the defined settlement boundaries there will be numerous opportunities for infill and larger-scale housing development that will be available to the local builder, self-builder, custom-builder and larger house-building companies. It is not practical to identify or anticipate all such opportunities; however, the positive tone of the Local Plan encourages such development provided that the material considerations of the Local Plan and particular sites can be met. Housing need may also be met through Policy 19: Rural Exception Sites, where appropriate.

Policy 11: Distribution of New Housing

New housing site allocations will be made in the following settlements to meet approximately, the following housing numbers:

A Sub-Regional Centres

Boston (incl. Parts of Fishtoft and Wyberton Parishes)*	6111
Spalding	5510

B Main Service Centres

Crowland	524	Long Sutton	608
Donington	472	Pinchbeck	252
Holbeach	2202	Sutterton*	308
Kirton (incl. Parts of	514	Sutton Bridge	273
Frampton Parish)*		Swineshead*	411

C Minor Service Centres

Bicker*	50	Moulton Chapel	130
Butterwick*	70	Old Leake*	100
Cowbit	120	Quadring	130

Deeping St Nicholas	80	Surfleet	180
Fishtoft*	50	Sutton St James	70
Fleet Hargate	70	Tydd St Mary	40
Gedney Hill	120	Weston	310
Gosberton	270	Whaplode	130
Moulton	190	Wigtoft*	30
		Wrangle*	100

* Indicates a settlement in Boston Borough. Settlements with no asterisk are within South Holland District.

Housing numbers are inclusive of extant planning permissions (commitments) and dwellings built since April 2011 and up to 31st March 2017.

Site Reference	Site Name	Site Area (Ha)	Site Capacity
Boston			
Cen001	Land north of Whitehorse Lane	0.48	60
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
Fis017a	Land south of Wainfleet Road	9.62	200
Fis033	Land west of Toot Lane	7.39	222
Fis038	Land west of Church Green Road	1.76	53
Nor006	Land west of Horncastle Road	2.38	71
Pil002	Land south of Main Ridge East	0.32	13
Pil006	Boston Delivery Office, South End	0.48	19
Sou006	Land south of Chain Bridge Road (SUE)	63.31	1,515
Wes001	Land west of Freshney Way	0.37	11
Wes002	Land south of North Forty Foot Bank (SUE)	45.92	1,138
Wyb013	Land south of Swineshead Road	2.84	85
Wyb033	Land north of Tytton Lane East	8.33	250
Wyb041	291-293 London Road, Boston	1.38	41
TOTAL		166.45	4,290
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 (SUE with Pin 045)	11.67	350
Pin025	Land east of Spalding Road	0.37	11
Pin045	Land west of Spalding Road (SUE with Pin024)	22.53	676
Pin050	Spalding Lifestyle, Spalding Road	1.68	50
Stm004	Land east of Spalding Common	4.66	140
Stm010	Land west of Spalding Common	2.09	63
Stm028	The Elders	3.60	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	3.48	70
TOTAL		10.19	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 (SUE)	42.2	750
TOTAL		55.11	1,054
Kirton			
Kir016	31-33 London Road	1.25	40
Kir034	Land east of Woodside Road	2.05	41
Kir041	Land to the west of London Road	5.1	102
TOTAL		8.4	183
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	14
TOTAL		15.45	309
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	13.14	263
TOTAL		13.14	263
Sutton Bridge			
Sub027	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
TOTAL		10.49	210
Bicker			
Bic004	Land east of Donington Road	1.35	27
Bic015	Land west of Drury Lane	0.51	10
Bic017	Land east of St Swithins Close	0.91	18
TOTAL		2.77	55
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	23
TOTAL		2.85	65
Cowbit			
Cow004	Land west of Backgate	1.63	33
Cow009	Land west of Backgate	1.03	21
TOTAL		2.66	54
Deeping St Nicholas			
-	-	-	-
TOTAL	-	-	-

Fishtoft			
Fis046	Land east of Gaysfield Road	2.69	45
TOTAL		2.69	45
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
Mou035	Former Gardman Premises, High Street,	2.58	52
TOTAL		3.95	79
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
TOTAL		3.32	66
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

Reasoned Justification

- 5.3.6 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 33: Delivering a More Sustainable Transport Network 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.
- 5.3.7 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 28: The Natural Environment and Policy 29: The Historic Environment, which provide a detailed policy approach to conserve and enhance such assets.

- 5.3.8 In the delivery of housing developments Policy 2: Development Management and Policy 3: Design of New Development will be key considerations in designing efficient and sustainable forms of housing. Appendix 5: 'Allocations - Infrastructure Requirements, Constraints and Mitigation' of the Local Plan provides an assessment of constraints and infrastructure that may need to be met on the housing sites in Policy 11. Whilst these considerations may change over the Plan period they are a useful starting point in preparing development proposals.
- 5.3.9 The housing site allocations for each settlement identified by Policy 11 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.

Monitoring

Number 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

5.4. Reserve Sites

- 5.4.1 The need to identify an alternative range of reserve sites for residential development is necessary to ensure that the strategy in the Local Plan provides sufficient flexibility in the event that development on allocated and existing commitments stalls. Appendix 5 of the Local Plan provides information with regard to the constraints and infrastructure requirements that may need to be met in bringing these sites forward.

Policy 12 - Reserve Sites

The following sites in the table below are identified on the Policies Maps as Reserve Sites. These are sites that will be brought forward for development in the event that the allocated sites do not deliver housing development at the expected rate as expressed in the Housing Trajectory (Appendix 4: Expected housing completions).

The trigger for releasing Reserve Sites will be determined by the application of the Housing Delivery Test set out in National Policy and Guidance.

The decision to release reserve sites will be made by the appropriate Local Planning Authority where it has been determined from the Housing Delivery Test that it is necessary to release reserve sites. All reserve sites within the

appropriate Local Planning Authority will be considered for release.

Settlement	Site ref.	Site Name	Site Area (ha)	Site Capacity
Donington	Don035	Land to the north of Town Dam Lane	6.76	135
Holbeach	Hob011	Land to the south of Wignals Gate	3.48	70
Kirton	Kir036	Land to the north of Craven Avenue	3.84	77
Sutterton	Sut034	Land to the north of Wigtoft Road	2.47	49
Deeping St Nicholas	Dsn018	Land off New Road	1.90	38
Fishtoft	Fis041	Land to the east of Church Green Road	1.97	39
Gosberton	Gos011	Land to the north-west of Belchmire Lane	4.95	99
Moulton Chapel	Mou028	Land to the east of Roman Road	0.82	16
Old Leake	Old005	Land to the south and east of School Lane	0.66	10
Quadrинг	Qua006	Land to the south of Watergate	1.90	38
Surfleet	Sur018	Land between Station Road and the A152	5.06	101
Weston	Wsn036	Land to the south of High Road	7.06	141
Wigtoft	Wig015	Land to the east of Asperton Road	0.52	10

Reasoned Justification

- 5.4.2 The SELLP identifies 13 Reserve Sites that are intended to be brought forward for development if the delivery of allocated sites and other housing commitments fails to meet the threshold of delivery set out in the Housing Delivery Test defined by Government policy.
- 5.4.3 The policy makes it clear that the Housing Delivery Test will be applied at an individual local authority scale. This is consistent with the approach to five year land supply that is set out for Boston and South Holland. A failure to meet the Housing Delivery Test in either Boston or South Holland Council areas will therefore trigger the release of all reserve sites within that authority's area. If both local authorities

do not meet the Housing Delivery Test then the reserve sites will be released in both Councils' areas.

- 5.4.4 Specific attention will need to be paid to any consideration of the release of site Dsn018 in Deeping St Nicholas. Appendix 5 of the Local Plan notes that Deeping St Nicholas has existing challenges with respect to its capacity to deal with the treatment of wastewater and sewerage from any further new developments in the village. A suitable solution will need to be agreed with the Environment Agency and Anglian Water before planning permission is granted for development at the site.

Monitoring

Number of housing completions per annum by LPA

Number of housing completions on released Reserve Sites

5.5. South West Quadrant (Sou006) Sustainable Urban Extension

- 5.5.1 The Sustainable Urban Extension (SUE) site identified as Sou006 on the Boston Inset Map is a large mixed development predominantly led by meeting housing needs but also incorporating significant highway infrastructure (part of the Boston Distributor Road), employment opportunities and tourist leisure attractions. An indicative layout plan (for illustrative purposes) can be found in Appendix 10 to the Local Plan.

Policy 13: South West Quadrant Sustainable Urban Extension (Sou006)

Land to the south west of the existing urban area of Boston is allocated as a mixed use development and will be developed in accordance with a Masterplan for the area, to be agreed with Boston Borough Council, so as to deliver the following:-

1. Approximately 1515 new homes (of which about 1276 will be built in the plan period);
2. Approximately 2.5 ha of employment comprising of B1, A2, A3 and A4 uses;
3. Open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network;
4. A marina hub linked to the South Forty Foot Drainage channel and inland waterways incorporating moorings and associated marina facilities together with residential, commercial and leisure/tourist uses;

5. Community Hub incorporating a site for a new Primary School, local shopping and community facilities;
6. A section of the Boston Distributor Road from London Road to the site and West End Road;
7. Satisfactory mitigation of flood risk;
8. Satisfactory mitigation for impact upon adjacent Scheduled Ancient Monument.

Reasoned Justification

- 5.5.2 Site Sou006 is a large sustainable urban extension of about 63 ha. that is expected to deliver housing, employment and community infrastructure (through the mixed uses on BO008 and a site for a new Primary School), a marina linked to the inland waterways and a network of open space. The primary means of access will be via a proposed section of the Boston Distributor Road. It is expected that the majority of development will be completed within the Plan period.
- 5.5.3 The 1515 new homes (approximately) will provide a wide range of house types meeting affordable housing needs as identified in Policy 18: Affordable Housing and a mix of housing as identified in Policy 17: Providing a Mix of Housing. Inclusive living with definable and distinctive neighbourhoods will be provided through good design and well integrated access and open space. Footpath and cycle access to community facilities and play space will also be integral to the residential areas. The provision of an integrated footpath network is particularly important to give options for dog walking and offset the likelihood of impacts upon the Wash coastal footpaths and areas of habitat importance (see Policy 28: The Natural Environment).
- 5.5.4 In addition to the residential uses, the Masterplan will be evolved around both a Marina and Community “Hub” to provide a unique mixed use development for the town. Further traffic modelling will be undertaken to inform the development of the Masterplan, design of the Distributor Road and the phased delivery of the development and associated transport infrastructure.
- 5.5.5 The Marina Hub will be a major focal point for the development, providing a prestigious location for a tourist/leisure attraction linked to the development of the regional inland waterways network. The Community Hub will provide a site for a new primary school, alongside local shopping and other community facilities.
- 5.5.6 A Heritage Impact Assessment as part of a wider archaeological assessment of the site will be required to ensure that the scheduled ancient monument located immediately adjacent to the north eastern extent of the site is appropriately considered with suitable mitigation measures as part of the Masterplan.
- 5.5.7 The site is identified as being vulnerable to the severest flood risk with a failure in tidal defences providing a threat of ‘danger for all’ and so flood mitigation will be an

essential requirement to ensure safety for residents now and for the expected lifetime of the homes. Sustainable urban drainage systems will also be necessary and these might work in combination with informal open space provision, ecological habitat creation and opportunities for drainage and water retention provided by the marina.

Monitoring

Number of housing completions within the sustainable urban extension per annum

Area of land in B1, B2 and B8 use within the sustainable urban extension per annum

Area of land in open space use (by type) within the sustainable urban extension per annum

Length (Kilometres) of the Boston Distributor Road delivered within each five year period (by phase)

5.6. South of North Forty Foot Drain (Wes002) Sustainable Urban Extension

5.6.1 The Sustainable Urban Extension (SUE) site identified as Wes002 on the Boston Inset Map is a large residential development providing access to nearby existing employment opportunities and community infrastructure namely; a Primary School, Princess Royal Sports Arena and sports pitches, and extensive retailing. The development also provides the opportunity for a local centre and is accessed, primarily, by part of the Boston Distributor Road. An indicative layout plan (for illustrative purposes) can be found in Appendix 10 to the Local Plan.

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

Land to the south of the North Forty Foot Drain and adjoining the existing urban area of Boston allocated as a predominantly residential development, will provide:

1. Approximately 1,138 new homes;
2. Approximately 10 ha of public open space and space of ecological value combined with Sustainable Drainage systems linked with integrated footpaths and where possible providing access to the wider permissive footpath network;
3. A 0.5.ha site for a Local Centre;
4. A Distributor Road (with landscaping) extending south to north to the North Forty Foot Drain;
5. Good pedestrian and cycle access to nearby employment and community facilities will be integral to the development;
6. Satisfactory mitigation of flood risk.

Reasoned Justification

- 5.6.2 Site Wes002 is a large sustainable urban extension of about 46 ha. which is expected to deliver housing, community infrastructure, a network of open space and good access to nearby primary school provision (existing). Employment opportunities lie immediately to the south and a wide range of shopping facilities within a mile. The primary means of access will be via the Boston Distributor Road joining the existing access on Gilbert Drive and then going northwards to the North Forty Foot Drain. The development is expected to be completed in the Plan period.
- 5.6.3 The 1,138 new homes (approximately) will provide a range of house types meeting affordable housing needs as identified in Policy 18: Affordable Housing and a mix of housing as identified in Policy 17: Providing a Mix of Housing. Inclusive living with definable and distinctive neighbourhoods will be provided through good design and well integrated access and open space. Footpath and cycle access to community facilities and play space will also be integral to the residential areas. The provision of an integrated footpath network is also particularly important to give options for dog walking and offset the likelihood of impacts upon the Wash coastal footpaths and areas of habitat importance (see Policy 28: The Natural Environment).
- 5.6.4 The site is identified as being vulnerable to severe flood risk with a failure in tidal defences providing a threat of 'danger for all' or 'danger for most' and so flood mitigation will be an essential requirement to ensure safety for residents now and for the expected lifetime of the homes. Sustainable urban drainage systems will also be necessary and these might work in combination with informal open space provision and ecological habitat creation.

Monitoring

Number of housing completions within the sustainable urban extension per annum

Area of land in open space use (by type) within the sustainable urban extension per annum

Length (Kilometres) of the Boston Distributor Road delivered within each five year period (by phase)

5.7. Vernatts Sustainable Urban Extension

- 5.7.1 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.
- 5.7.2 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: firstly, the aim of avoiding the virtual coalescence of the settlements of Pinchbeck and Spalding has been dropped for reason of practicability; and secondly, given its significant size, this proposal now makes provision for the

majority of housing development to be delivered after the completion of 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 15: Vernatts Sustainable Urban Extension

Land to the north of the Vernatt’s Drain, as identified on the Policies Map Inset for Spalding and Pinchbeck, will provide approximately 4,000 dwellings and supporting community infrastructure, Sections 4 and 5 of the Spalding Western Relief Road (SWRR) and significant open space.

The Vernatts Sustainable Urban Extension (SUE) 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 Section 5 of the SWRR), and the Local Highway Authority’s acquisition of the land required for the SWRR through to Blue Gowt Lane;
2. the development of approximately 500 dwellings on land to the east of the Joint Line railway and north of the proposed Section 5 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 Section 5 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 Section 5 of the SWRR to 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. Section 4 of the SWRR, which involves its south-westward continuation in parallel with the Vernatt’s Drain up to a bridge crossing of it to the west of Wygate Park, and then leaving the urban extension and progressing southwards to a junction with the A151 Bourne Road; and

2. the development of approximately 3,000 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 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;
4. open space, and sports and recreational facilities; and
5. mitigation and/or enhancement measures in respect of the historic and natural environments.

Development proposals will be expected to:

- i. undertake a heritage impact assessment to inform the master planning of the site. The heritage impact assessment will identify heritage assets including non-designated archaeology, assess their significance, and assess the impact of the development on their significance. Appropriate measures for mitigation and enhancement will be identified and set out in the assessment;
- ii. the heritage impact assessment results should inform the approaches to the layout and design of development across the site. Planning applications for the site should accord with the heritage impact assessment;
- iii. provide an element of affordable housing in accordance with Policy 18;
- iv. provide a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development;
- v. take account of agreed Design Codes (or other mechanisms employed) to ensure high-quality and locally-distinctive design;
- vi. make appropriate provision of on-site open space, including any specific requirements identified to mitigate any impacts identified by project-level HRA;
- vii. maximise opportunities for safe and convenient walking and cycling by giving careful consideration to the location of key uses within the

- Sustainable Urban Extension and by providing links to neighbouring areas;
- viii. integrate sufficient car and cycle parking in accordance with the standards set out in Policy 36;
 - ix. demonstrate that potential noise and visual impacts arising from the SWRR and the Joint Line railway can be adequately mitigated;
 - x. incorporate a foul drainage strategy for the Sustainable Urban Extension as a whole, and for each phase;
 - xi. incorporate a comprehensive Sustainable Drainage System to manage surface water drainage and safeguard against any increased flood risk; and
 - xii. create natural habitat, contribute to resilient ecological networks and provide net natural environmental gain.

Phases 1 and 2 of development will be required to contribute to the delivery of Section 5 of the SWRR, and Phase 3 will be required to contribute to the delivery of Sections 3 and 4 of the SWRR. These contributions will be in accordance with the Local Highway Authority's approved SWRR Delivery Strategy⁶⁹;

In respect of all three Phases, South Holland District Council and the Local Highway Authority will seek to secure formal agreements with relevant developers/landowners on financial and other contributions. However, if necessary, the authorities will also consider the use of statutory powers, including compulsory purchase, to ensure delivery of the SWRR.

Notwithstanding the provisions of other policies in this Local Plan, all proposals for development within the designated area of this SUE will be subject to developer contributions, the calculation of which will be subject to viability.

Development proposals for these three Phases which do not meet the detailed requirements set out in the SWRR Delivery Strategy or which compromise the strategic role of the road will not be permitted. Specifically, housing development cannot commence on:

- Phase 1, until such time as the land required for the route of Section 5 to Blue Gowt Lane is acquired by the Local Highway Authority; and
- Phase 3, until South Holland District Council, as Local Planning Authority, has approved the number of dwellings that could be provided in advance of the completion of Section 3 of the SWRR (which links the Vernatts SUE with the A151 Bourne Road) should there be a delay in its delivery.

Further detail relating to the delivery of this proposal will be set out in

separate master plans for the individual phases to be agreed with South Holland District Council and its partners, which must conform to the approved SWRR Delivery Strategy. The preparation of master plans should have regard to the key constraints outlined below.

In respect of the whole of the proposed development:

- water supply network: infrastructure and any improvements required to serve proposed growth; and
- foul sewerage network capacity: infrastructure and any improvements required to serve proposed growth.

In respect of Site Pin045 (covering Phase 1 and part of Phase 2):

- it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some', and flood depth in 2115 as up to 1m. Development will be required to include appropriate mitigation;
- gas mains cross the site;
- water mains and sewers cross the site and the site layout should be designed to take these into account consistent with the requirements of Policy 5: Meeting Physical Infrastructure and Service Needs of the Local Plan; and
- the South Holland District Council (SHDC) contaminated land register refers to the railway line and to filled land near this site.

In respect of Site Pin024 (covering part of Phase 2 and Phase 3):

- it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for some', 'low hazard' and 'no hazard' and flood depth in 2115 as up to 0.5m. Development will be required to include appropriate mitigation.
- water mains cross the site and the site layout should be designed to take these into account consistent with the requirements of Policy 5: Meeting Physical Infrastructure and Service Needs of the Local Plan; and
- it wraps around a pottery which is identified on the SHDC contaminated land register.

Reasoned Justification

- 5.7.3 The provision of an additional 4,000 new homes is expected to require significant supporting community infrastructure to meet the needs of future residents in the Local Plan period and beyond. This could include education, healthcare and sports facilities as well as affordable homes. Infrastructure requirements for the urban

- extension will be developed through the Infrastructure Delivery Plan⁵ and Whole Plan Viability Assessment⁴, and through negotiations with developers and partners.
- 5.7.4 A heritage impact assessment will ensure that, in addition to potential archaeology, the various land drains and field patterns forming part of the historic landscape character of the area, and associated with the Vernatt's Drain, are taken into account in preparing the master plans.
- 5.7.5 A green infrastructure strategy will show how the extent and mix of open space functions will be managed, in the long-term, and should incorporate the findings of the project-level HRA required for this site (see Policy 28). All provision should also be identified on the respective master plans for each phase.
- 5.7.6 To support the delivery of the proposed urban extension and the strategic SWRR, the policy seeks to ensure that land required to deliver the SWRR through each phase of the development is secured. South Holland District Council's expectation is that this should be through acquisition of the required land by the Local Highway Authority. The precise details of the mechanism for the securing of the land will be identified in the approved SWRR Delivery Strategy. As part of the Local Highway Authority's approach to supporting the delivery of the SWRR, the County Council has confirmed that it will seek to utilise its statutory powers to secure the land if necessary. This approach seeks to ensure that the phases of development and their respective timing align with the delivery of the strategic highway infrastructure.
- 5.7.7 South Holland District Council and the County Council will utilise their best endeavours to secure the completion of Section 3 of the SWRR in advance of the commencement of development on Phase 3 of the SUE, in order to create two principal points of vehicular access into the urban extension as soon as possible, and thereby help to spread the impact of traffic arising from the proposal. However, there might be unavoidable delays associated with the road's construction which should not unduly delay the commencement of housing development on Phase 3 if market circumstances are favourable. Accordingly, careful consideration would be given to identifying the number of dwellings that could be accommodated on Phase 3, in traffic-management terms, should there be a delay in providing the second point of access.
- 5.7.8 Further background in respect of the provision of the SWRR is set out in Policy 35: Delivering the Spalding Transport Strategy.

Monitoring

Number of housing completions within the sustainable urban extension per annum

Length (Kilometres) of the northern phase of the SWRR delivered within each five year period

5.8. Holbeach West Sustainable Urban Extension

- 5.8.1 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 7: Improving South East Lincolnshire's Employment Land Portfolio and Policy 8: Prestige Employment Sites) to the west of the A151.

- 5.8.2 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 16: Holbeach West Sustainable Urban Extension

44 ha of land at Holbeach West is allocated for residential use, and will be developed according to a master plan 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, be 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 and to enhance the historic environment;
 - 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 foul drainage strategy for the Holbeach West Sustainable Urban Extension as a whole, and for each phase;
8. a network of linked streets, including new road links from the A151 and Spalding Road connecting the northern and southern areas;
9. 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;
10. capacity to extend public transport routes within the site and to link to HO002: Holbeach Food Enterprise Zone;
11. 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 which will enable access to the residential site and the proposed Holbeach Food Enterprise Zone;
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.

Exceptionally, where these requirements cannot be delivered, a comprehensive viability assessment should be submitted with a planning application to aid negotiations.

Notwithstanding the provisions of other policies in this Local Plan, all proposals for development within the designated area of this SUE will be subject to developer contributions, the calculation of which will be subject to viability.

The preparation of a master plan should have regard to the key constraints outlined below:

1. the site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some' and flood depth in 2115 as 0m-1.0m. Development will be required to include appropriate mitigation;
2. the site has considerable heritage significance as it comprises the immediate and wider setting of a Grade II listed building (The Old Cottage);
3. a sewer pipe crosses the site, and therefore the site layout should be

designed to take this into account consistent with the requirements of Policy 5: Meeting Physical Infrastructure and Service Needs of the Local Plan and

4. the site lies within the encroachment zone for Holbeach Water Recycling Centre (WRC). Accordingly, the risk of odour should be considered as part of the master planning of the site with the requirements of Policy 30: Pollution of the Local Plan. Development proposals will need to demonstrate that neither the continuing use of the WRC nor the residential amenity of future occupants will be compromised.

Reasoned Justification

- 5.8.3 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 master plan, agreed with South Holland District Council to guide the development and infrastructure of the area within the Local Plan period, and beyond.
- 5.8.4 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 and the foul drainage system, should be designed with capacity to accommodate further development beyond 2036.
- 5.8.5 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.
- 5.8.6 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.
- 5.8.7 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, suffer 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.
- 5.8.8 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.
- 5.8.9 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 28: The Natural Environment). 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.
- 5.8.10 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 master planning process.
- 5.8.11 A Heritage Impact Assessment will ensure that the significance of the Grade II listed building adjoining the site and any associated archaeological remains are identified, and addressed in the master plan. Meanwhile the promotion of green infrastructure alongside the drainage channels will help reflect the distinctive historic landscape character of the area in the design of any new development.
- 5.8.12 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.

- 5.8.13 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 latter 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 33: Delivering a More Sustainable Transport Network). 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

5.9. Providing a Mix of Housing

- 5.9.1 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 17: Providing a Mix of Housing

The provision of new houses will seek to meet the long term needs of the Plan area in order to maintain and provide mixed, inclusive and sustainable communities. Family homes of two or three bedrooms are in highest demand for both the market and affordable housing sectors and one bedroom homes are also required to meet affordable needs.

A growing ageing population with the increasing likelihood of mobility and disability needs to be met also make up over 10% of housing needs over the Plan period and these should be met through provision of homes capable of adaption and also through specialist care home provision. With a decreasing ability to access everyday facilities independently and an increasing need for healthcare, specialist care home provision should be located in the most sustainable settlements e.g. Sub-Regional Centres and Main Service Centres.

The Local Plan will also seek to meet the housing needs of non travelling Gypsy and Traveller households and also custom and self builders as they may come forward.

Reasoned Justification

- 5.9.2 Housing needs and house types will change over time but, by aiming for a mix of development, 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 Strategic Housing Market Assessments for both Boston and South Holland identify that over 80% of new homes (for market houses) should provide two or three bedrooms (about 30% two bedrooms and 50% three bedrooms). The need for four or more bedrooms as market housing is above 15% for South Holland but in Boston Borough this need is less (at about 12%). To meet affordable housing the needs in both areas are also for one bedroom accommodation (about 30% in Boston Borough and about 25% in South Holland). In general, the mix of housing should be applied with some flexibility; the size and shape of each site, the type and tenure of housing proposed, as well as site-specific constraints and viability may inform the housing mix.
- 5.9.3 In consideration of the mix of house types it will also be important for developers to provide homes 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. Homes that are capable of adaption over time (e.g. through Part M of the Building Regulations) will help to meet the evolving needs of people with disabilities and the ageing population. South East Lincolnshire has a growing ageing population with an increasing likelihood of mobility and care support needs over the Plan period. The delivery of specialist housing is complex whether provided by the private or public sector, and partnership working with all relevant stakeholders will be paramount to the delivery of such schemes. When considering planning applications for sheltered and specialist housing schemes for older and disabled people the relevant Council will favour schemes where: the site is well served by passenger transport; there is good access to local services and facilities; and the proposal is appropriate to its locality e.g. Sub-Regional Centres and Main Service Centres.
- 5.9.4 The Strategic Housing Market Assessment for the two Housing Market Areas considers arising housing needs irrespective of ethnic origin or lifestyle preferences e.g. non-travelling Gypsy and Travellers or Houseboat Dwellers. Boston Borough and South Holland District have existing boat mooring opportunities and also a very small number of boat dwellers (less than 5 in the two Council areas). There are also proposals for additional marina facilities and longer term improvements to waterway access and use. The Local Plan provides significant opportunities by which a large variety of arising housing needs can be met through; small to large allocated sites, infill opportunities and rural exception sites plus criteria based policies providing a positive assessment of unforeseen arising needs and proposals. As noted under Policy 11 (Distribution of New Housing), opportunities for infill development within Settlement Boundaries can also meet the known interest registered by self and custom house builders. Neither the Boston Borough or South Holland District Council areas have significant populations of further education students with specific housing requirements to be met nor do they border other plan areas where

further education establishments are in close proximity. Former and existing RAF and Army bases lie outside the Plan area but there are no known proposals for closure or evidence that the specific housing needs of personal will need to be met in the Plan area.

- 5.9.5 Applicants are strongly encouraged to discuss the housing mix and requirements, including affordable housing requirements (in terms of percentage, tenure mix, types and sizes) with the relevant planning authority at pre-application stage.

Monitoring

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

5.10. Affordable Housing

- 5.10.1 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.
- 5.10.2 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 can also be provided as a proportion of a market housing development scheme. As with new market housing stock, new, affordable housing stock will also be built to be flood resilient where this is necessary.

Policy 18: Affordable Housing

In South East Lincolnshire the following need for affordable housing has been identified:

- A. In Boston Borough about 263 new affordable dwellings per annum, equating to over 80% of the overall annual housing need; and
- B. In South Holland about 282 new affordable dwellings per annum, equating to about 60% of the overall annual housing need.

The affordable housing need will be sought on:

1. market housing sites of 11 or more dwellings (or residential developments with an internal floor area of 1,000sqm or more with a

requirement of:

- i. about 20% being affordable housing on sites in Boston Borough; and
- ii. about 25% being affordable housing on sites in South Holland;
2. sites proposed by developers specifically for affordable housing; and
3. Rural Exceptions Sites.

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

4. on sites in Boston Borough a mix of about 75% affordable for rent and about 25% intermediate housing for sale; and
5. on sites in South Holland District a mix of about 70% affordable for rent and about 30% intermediate housing for sale.

Affordable for rent may include social rented, affordable rented or intermediate rented and intermediate housing for sale may include shared ownership, shared equity and starter homes depending on the identified need.

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.

As part of the mix of affordable housing, developments should also consider needs for specialist accommodation and how a site could contribute towards delivering them. This may include provision for affordable Gypsy, Traveller and Travelling Showpersons pitches and plots in line with any needs identified in the latest Gypsy and Traveller Accommodation Assessment or Strategic Housing Market Assessment. This would include the needs of those communities who are identified either within or outside the Government's definition set out in Planning Policy for Traveller Sites.

Reasoned Justification

- 5.10.3 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 18 will be supported by other policies in the Local Plan with regard to the sustainability of sites for development.

- 5.10.4 The proportion of affordable housing to be provided on-site through a market housing scheme will be dependent upon several factors and, in particular, the other development costs that might need to be met to make the development sustainable. The guidelines provided by Policy 18 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 6: Developer Contributions for more information). Usually affordable housing will be secured by Section 106 agreements although Planning Conditions may be appropriate in particular circumstances.
- 5.10.5 With changes brought through by The Housing and Planning Act 2016 the definition of affordable housing now includes 'Starter Homes'. Evidence from the Strategic Housing Market Assessments^{22, 23} for the Local Plan area 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 18 indicates a flexible approach towards the proportion of affordable housing that might be met on any one site. This is necessary as a single type of affordable housing product (social-rented, affordable rented, intermediate rented, shared ownership, shared equity products 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.
- 5.10.6 Since April 2015 there have been 327 affordable homes completed within the South East Lincolnshire area. Of these 78% have been Registered Provider (RP) led all affordable housing schemes with support from Homes England (HE) grant, and in Boston they were supporting RPs with their own grant, as opposed to planning gain through S.106 obligations. These were delivered, at a time when RPs were scaling back their development programmes in response to a number of Government austerity measures, including:
- The 1% rent reduction imposed on all Affordable Housing Providers
 - Lower HE grant allocations, available for Shared Ownership tenures only
 - Introduction of Universal Credit, Benefit Cap, 'Bedroom Tax', Local Housing Allowance freezes, shared room rate for under 35s and uncertainty over supported housing rent rates
 - Introduction of Starter Homes in affordable housing definitions.

- 5.10.7 Recently there has been a change in emphasis in national policy with RPs and Councils being encouraged to build more affordable homes through a variety of initiatives including: an end to the rent reduction from 2020, greater HE grant available for Social and Affordable Rent, greater certainty for higher rent levels for supported housing and a relaxation of borrowing rules. Historical lower levels of affordable housing RP led delivery can be attributed to the confusion that has gone before (especially around revenue) of the Government measures. However, it is considered that we are moving in a direction where the environment for investment through RPs and Councils is going to be more favourable.
- 5.10.8 Many of the local RPs to South East Lincolnshire have good working relationships with both Councils and Accent Nene, Longhurst, LACE Housing and Waterloo Housing Group are all exploring developing all affordable schemes in the area. Westleigh Homes and Kaplan Property Group are both looking for land opportunities in the area to develop all affordable schemes in partnership with the Registered Providers listed above. RPs are increasingly preferring developing all affordable schemes to acquiring s.106 affordable stock, therefore it is presenting more of a challenge in the area to ensure that all of the affordable housing delivered through planning gain is acquired by RPs at the preferred tenure mix to best meet local needs.
- 5.10.9 It is difficult to predict exactly when housing will be delivered as to some extent it depends on how the market is performing. However, for South Holland there are projected to be 390 affordable housing completions up to March 2020. Over 60% of which are all affordable RP or Council led schemes. SHDC has £18 million budgeted for the delivery of new affordable housing and has two schemes at advanced stages. For Boston there are projected to be 319 affordable completions up to March 2019, 60% of which are all affordable RP led schemes. These schemes will be funded partly by HE grant through the Affordable Homes Programme 2016-21, for which Continuous Market Engagement is operating at present.
- 5.10.10 Homes England, formerly 'The Homes and Communities Agency' operate funding rounds e.g. the Affordable Homes Programme 2015-18 and the Shared Ownership and Affordable Homes Programme 2016- 2021 by issuing prospectus' and inviting bids from qualified investment partners. In addition they also operate Continuous Market Engagement for new schemes coming forward during these programmes. Programmes and schemes with partners are selected on a number of factors including track record of partners, deliverability of individual schemes and local authority support. The information above demonstrates that RPs have contributed significantly to past affordable housing completions and are expected to be a major source of affordable housing delivery within the next few years but because policy at national level is evolving and funding availability uncertain for more than a few years in advance these levels of delivery are difficult to predict. Both Councils will continue to work in partnership with the RPs to maximise all opportunities for an increase in the supply of affordable housing.

5.10.11 Where there is evidence that the proportion of affordable housing cannot be met on-site, Policy 18 would enable off-site provision or a financial contribution to be made to enable provision elsewhere. This might be on an allocated site through Policy 11 Distribution of New Housing or through Policy 19: Rural Exception Sites. Planning conditions or a Section 106 agreement will be used in the implementation of Policy 18 or where off-site provision or financial contributions are sought.

5.10.12 As part of the mix of affordable housing, developments should also consider needs for specialist accommodation and how a site could contribute towards delivering them. This may include provision for affordable Gypsy, Traveller and Travelling Showpersons pitches and plots in line with any needs identified in the latest Gypsy and Traveller Accommodation Assessment or Strategic Housing Market Assessment. This would include the needs of those communities who are identified either within or outside the Government's definition set out in Planning Policy for Traveller Sites.

Monitoring

The number of affordable homes completed per annum

5.11. Rural Exception Sites

- 5.11.1 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 18: Affordable Housing) is a significant challenge.
- 5.11.2 Policy 19 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 1: Spatial Strategy) and options for sites are substantial. Policy 19 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 19: Rural Exception Sites

Proposals for housing on sites situated outside, but adjoining the defined settlement boundaries identified by Policy 1 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

- 5.11.3 Policy 19 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 19 would also allow more specific elements of housing to come forward, such as Starter Homes or sheltered accommodation within the social-housing rented sector.
- 5.11.4 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

5.12. Accommodation for Gypsies, Travellers and Travelling Showpeople

- 5.12.1 In Planning policy for traveller sites, 2015⁴⁶, 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 20: Accommodation for Gypsies, Travellers and Travelling Showpeople

The redevelopment or change of use of an Existing Residential Gypsy/Traveller Site or Existing Residential Travelling Showperson's Site (as identified on the Policies Map) will be permitted only if an assessment has been undertaken which has clearly shown that the site is no longer required to meet the accommodation needs of the Gypsy/Traveller or Travelling Showpersons communities.

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

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

This need will be met through the development of the sites identified on the Policies Map and listed below:

- **Land at The Stables, Baulkings Drove, Sutton St James** allocated as a 'Proposed Residential Travelling Showperson's Site', to provide accommodation for one additional household; and
- **Land at Bleu Raye Farm, Mill Gate, Whaplode Fen** allocated as a 'Proposed Residential Gypsy/Traveller Site', to provide accommodation for four households.

Planning permission will be granted for the development of these sites, provided that proposals:

1. will be adequately provided with appropriate infrastructure such as electricity, drinking-water, waste-water treatment and recycling/waste management;
2. will not have a significant adverse effect on the amenities of existing local residents or adjoining land users (and proposals must therefore give careful consideration to layout, landscaping, external lighting schemes, and the type of business uses that would be appropriate (if mixed residential and business use is proposed)); and
3. will be successfully assimilated into both their immediate environs and the wider landscape.

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 such sites,

provided that they meet criteria 1 to 3 above, and they:

- a. provide occupants with an acceptable standard of amenity;
- b. are not located adjacent to uses likely to endanger the health of occupants, such as a refuse tip, water recycling centres or contaminated land;
- c. respect the scale of the nearest settled community;
- d. will not place undue pressure on local infrastructure;
- e. will not adversely affect heritage assets or areas of importance to nature conservation;
- f. will not prejudice highway safety or give rise to problems of parking or highway access;
- g. for sites for permanent residential use 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 and, if located in Flood Zone 2, the Sequential and Exception Tests have been passed; and
- h. for sites for transit or stopping place use, are not located within Flood Zone 3b and, if located within Flood Zone 3a, the Sequential and Exception Tests have been passed.

Reasoned Justification

- 5.12.2 Interviews conducted with gypsy, traveller and travelling showperson households for the Boston and South Holland Gypsy and Traveller Accommodation Assessment, 2016 (GTAA)⁴⁷ 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.
- 5.12.3 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 3: Pitch and plot targets for gypsies, travellers and travelling showpeople in South East Lincolnshire (1st April 2011 to 31st March 2036)

- 5.12.4 The GTAA⁴⁷ 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 sites⁴⁶, and the policies of this Local Plan (in particular Policy 20).

Monitoring

Net additional residential pitches for gypsies and travellers

Net additional residential plots for travelling showpeople

Net additional transit pitches

Number of unauthorised encampments

5.13. Houses in Multiple Occupation and the Sub-Division of Dwellings

- 5.13.1 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.

- 5.13.2 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 21 provides a framework for determining planning applications for HMOs considered as being ‘Sui Generis’.
- 5.13.3 Policy 21 also applies to proposals to proposals to sub-divide larger houses into two or more dwellings.

Policy 21: 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 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.

Reasoned Justification

- 5.13.4 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 subdivision 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 and ‘high density residential streets’ should be taken as meaning streets of predominantly terraced and/or semi-detached properties.

- 5.13.5 Policy 21 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.
- 5.13.6 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).
- 5.13.7 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.
- 5.13.8 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.
- 5.13.9 Proposals for the creation of HMOs and the sub-division of existing properties into flats should provide satisfactory standards of living accommodation and amenity. This means that the property should be of an adequate size for the proposed use and the layout, range of facilities and external amenity space should ensure an adequate standard of residential amenity for future occupiers. One step in achieving an adequate standard of accommodation is to ensure that there is adequate living space which complies with Nationally Described Space Standards set out in national policy¹⁰.

Monitoring

Number of HMOs and flat conversions refused

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

5.14. Replacement Dwellings in the Countryside

- 5.14.1 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 22: 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;
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 have beneficial impacts such as improving 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

- 5.14.2 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.
- 5.14.3 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.
- 5.14.4 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 29: The Historic Environment.
- 5.14.5 Policy 22 will ensure that the highest standards in architecture are achieved in order to protect the Countryside from visually intrusive dwellings which could detract from the rural character of the area.
- 5.14.6 The replacement dwelling should be located on a similar footprint to the dwelling which it replaces, unless it can be shown that a more appropriate location within the existing residential curtilage exists. For instance, relocation elsewhere within the existing residential curtilage may make the replacement dwelling less intrusive in the rural landscape or enable it to achieve safer access to the highway. It may also have other beneficial environmental impacts such as the reduction of flood risk, the remediation of contaminated land or the promotion of nature conservation and biodiversity.
- 5.14.7 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.
- 5.14.8 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.

- 5.14.9 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

5.15. The Reuse of Buildings in the Countryside for Residential Use

- 5.15.1 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.
- 5.15.2 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 23: 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

- 5.15.3 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 23 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 29: The Historic Environment.
- 5.15.4 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.
- 5.15.5 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.
- 5.15.6 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

- 6.1.1 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.
- 6.1.2 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.
- 6.1.3 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.

6.2. The Retail Hierarchy

- 6.2.1 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.
- 6.2.2 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.
- 6.2.3 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.
- 6.2.4 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 24: 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 (as defined by the Town Centre Boundaries) will be the locational focus for the development of town centre uses; planning permission will be granted for retail, food and drink outlets, financial and professional services, leisure and tourist-related uses (Classes A1-A5, B1, D1 and D2) and residential development. The provision of markets and other appropriate initiatives that would enhance the vitality and viability of Boston and Spalding town centres will be supported.

B. 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. The provision of markets and other appropriate initiatives that would enhance the vitality and viability of such centres will be supported.

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

1. be physically integrated and have good pedestrian and cycle links, with the rest of the centre;
2. generate a reasonable level of footfall and be open to the public;
3. contribute to an appropriate balance of uses;
4. achieve an acceptable level of amenity, including provision of refuse and recycling facilities; and

5. achieve an acceptable level of highway access, parking and servicing.

C. Outside the retail hierarchy

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 proposals for 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 27, 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 27, 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 boundary (but within Boston Borough); and
2. provides a retail floor space of 250sqm (net) or more outside Spalding town centre boundary 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 master plan for each site.

Reasoned Justification

- 6.2.5 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 26: Primary Shopping Frontages). The District and Local Centres are smaller; their defined town centres encapsulate the Primary Shopping Area, and Primary Shopping Frontages are therefore not appropriate.
- 6.2.6 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.
- 6.2.7 Accordingly, a balanced approach to new development in town centres will be undertaken to promote an attractive customer experience; new uses will be permitted as long as the level of new development promoted is 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.
- 6.2.8 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 24 will be required.

Sequential Test and Impact Assessment

- 6.2.9 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 27: Additional Retail Provision, 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.

- 6.2.10 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 27: Additional Retail Provision), and for other main town centre uses, outside the town centre boundaries should first be assessed through a sequential test.
- 6.2.11 Additionally, for retail development, an impact assessment may be required (unless justified by Policy 27: Additional Retail Provision); 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.
- 6.2.12 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 27: Additional Retail Provision, 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 within the town centre boundaries

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

6.3. Supporting the Vitality and Viability of Boston and Spalding Town Centres

- 6.3.1 Policy 25 is an enabling Policy to encourage the Boston and Spalding Town Centres to evolve. It could be seen as a building block to ensure that the Town Centres remain in the spotlight for opportunities for retail, entertainment, commerce and activity where shops, businesses, restaurants and events continue to attract significant numbers of people.
- 6.3.2 A large number of public and voluntary agencies, interest groups and stakeholders (including town centre residents) have an interest in vital and viable futures for

Boston and Spalding. These include the Local Councils, County Council, infrastructure providers, Historic England, Civic Societies, traders and, essentially, the town centre users themselves. Bringing about an improving, functional and attractive place in which people want to live, visit and use is the basic rationale for the Policy.

Policy 25: Supporting the Vitality and Viability of Boston and Spalding Town Centres

Boston and Spalding town centres will continue to be the primary destinations for retail, entertainment, markets and events while their rich environmental qualities can be promoted, enhanced and appreciated.

The Councils will promote appropriate opportunities to support and extend the offer of the town centres as destinations through the following:

1. Supporting the redevelopment of land within the town centre boundary that can provide for retail and other town centre uses in accordance with the sequential test;
2. Enhancing existing sites and ensuring changes to premises have regard to the significance of heritage assets and the special interests of the Conservation Areas and their settings;
3. Enhancing the public realm through improvements to public spaces, accessibility and signage;
4. Promoting town centre events;
5. Providing interpretation and promotional information;
6. Supporting proposals that seek to maintain the viability and attractiveness of the weekly markets;
7. Encouraging opportunities to support temporary uses in vacant premises in the primary shopping areas.

The Councils in conjunction with other partners will develop partnership working to ensure the vitality and viability of the Boston and Spalding town centres. A review of The Town Centres and Retail Capacity Study will be commenced within one year of the adoption of the Local Plan to review retail capacity, town centre boundaries, primary shopping frontages etc. This will lead to a review of the Retail section of the Plan and will advise the most appropriate actions for the partnership to take, e.g. masterplans, site specific development briefs, town centre boundary reviews etc.

Reasoned Justification

- 6.3.3 Policy 25: Supporting the Vitality and Viability of Boston and Spalding Town Centres provides a framework policy to encourage progressive and collaborative working that looks to ensure that the opportunities to enhance the town centres in the forthcoming years are coordinated and effective. The Town Centres are multi-functional environments; places of work, commerce, residence, entertainment (during the day and into the evening) and also places of historical and architectural significance. Town centres, in general, are also evolving all the time and their primary role as centres for retail, in particular, is not as significant as once was the case. However, both Boston and Spalding Town Centres retain their prominence in terms of retail, entertainment and business and have actually seen minimal change in terms of vacant retail premises over the last ten years. But in the preceding years (before economic recession starting in 2008) retail vacancies were fewer.
- 6.3.4 Policy 25 will help provide an approach for stimulating renewed interest in potential development sites and seeking changes to and enhancing existing sites. Whilst provisions for new retail have been the main focus of discussions in the preparation of this Local Plan the Town Centres are open for all types of business and can be great places to live (e.g. at first and second floor level). Joint working through Policy 25 is hoped to enhance and realise new opportunities.
- 6.3.5 In addition the Policy aims to bring about improvements to the public realm; the use and enhancement of public spaces, car parks, access routes and signage. Public bodies such as the Borough and District Councils, Lincolnshire County Council (e.g. Highways Authority) can bring forward improvements, seek wider ownership, and agree ways to deliver them through collaborative working. Some improvements may also be proposed and brought about through local interest groups and specific projects.
- 6.3.6 The Town Centres are not just about buildings and spaces but also about activity. Twice weekly markets are held in Spalding and Boston as well as specially arranged market days and events. Hotels, pubs, restaurants, theatres, cinemas and sundry meeting places also add to the mix of activities the Town Centres support. Annual events and fairs bring in significant numbers of people and visitors.
- 6.3.7 These living environments are also historic environments which bring about a unique context for all the activity taking place. Interpretation and promotional information to enhance the experience of living in, and using, the Town Centres extend the viability of commercial activities and also the vitality of Boston and Spalding as places to visit.
- 6.3.8 Policy 25 may also help to bring about temporary solutions to problems such as unused spaces that may be untidy or unsightly or vacant premises where temporary window displays may enhance the overall appearance of the area.

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

6.4. Primary Shopping Frontages

- 6.4.1 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 26: Primary Shopping Frontages

The Primary Shopping Frontages of Boston and Spalding are designated on the Policies Map.

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.

The blanking out of shop windows by externally-positioned opaque blinds or vinyl film or by other means will not be permitted.

Reasoned Justification

- 6.4.2 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.
- 6.4.3 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.

- 6.4.4 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.
- 6.4.5 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 26 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.
- 6.4.6 However, as non-A1 uses are playing a much greater role in modern town centres, Policy 26 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 and restaurants) will be supported where it remains subsidiary to the retail offer. A loss of A1 frontage of a scale that undermines the retail function of the frontage would be considered to have occurred where uses would, individually or cumulatively, change the A1 function of that part of the frontage. 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

6.5. Additional Retail Provision

- 6.5.1 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 27: 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 3,700 sqm (net) will be allocated at Site SHR010: Springfields Shopping and Festival Gardens and developed in the period up to 2022 to meet the estimated need at this date.

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

Any application at Site SHR010 to meet the allocated comparison floor space need will be required to propose measures to enhance the site's connections to Spalding Town Centre and promote the attractiveness of the town centre as a place to visit

After 2022 the outstanding requirement for 7,110 sqm (net) floor space should only be met by development in Spalding Town-Centre or an edge-of Centre location in accordance with the sequential test.

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.

Sub-Regional Centre	Convenience sqm (net)		Comparison sqm (net) 2031
	2021	2031	
Boston	131	1,079	17,294
Spalding	1,519	2,286	10,810

Reasoned Justification

- 6.5.2 In the food grocery sector, the pressure for additional floor space or additional large stores is not high¹⁹ and the future demand for convenience goods within South East Lincolnshire is 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.
- 6.5.3 In terms of comparison-goods floor space (e.g. 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 17,294 sqm 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.
- 6.5.4 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 27 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).
- 6.5.5 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.
- 6.5.6 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.

- 6.5.7 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.
- 6.5.8 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.
- 6.5.9 A master plan 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 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

- 7.1.1 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.
- 7.1.2 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.
- 7.1.3 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.
- 7.1.4 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.

7.2. The Natural Environment

- 7.2.1 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	1	4
Special Area of Conservation (SAC)	2	7
Special Protection Area (SPA)	1	3
Site of Special Scientific Importance (SSSI)	3	50
National Nature Reserve (NNR)	1	5
Local Nature Reserve (LNR)	3	15
RSPB managed/owned site	2	3

Local Wildlife Sites (LWS)	80	320
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Table 4: Nature Conservation Sites within the Plan Area and within 15km of the Local Plan area boundary

- 7.2.2 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 28: 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 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, where imperative reasons of overriding public interest exist, 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 & Wes002), 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:

- ii. Suitable Alternative Natural Greenspace (SANGs) should be provided on site Sou006 and Wes002, site Pin024/Pin045 and site Hob048 as part of their package of mitigation measures; or
- iii. 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;
- iv. 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, buildings and trees (including veteran trees) 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

- 7.2.3 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.

- 7.2.4 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.
- 7.2.5 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.
- 7.2.6 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 28, with the focus being the areas where new housing growth will be concentrated. A project-level Habitats Regulations Assessment shall be undertaken for all housing development within the Sustainable Urban Extensions of Boston (site Sou006 and Wes002), Spalding (site Pin024/Pin045) and Holbeach West (site Hob048). Additionally, major developments elsewhere, but within 10km of The Wash and the North Norfolk Coast European Marine Site should ensure that adequate measures are in place to ensure its protection. Although such development is expected to be very low, there is a risk that a large development in close proximity to a sensitive part of the site could increase recreation pressure.
- 7.2.7 At project level, the HRA should identify locations where there are sensitive features, such as bird roost sites and key feeding areas, and ensure there are no risks from increased access and disturbance. This should include all access points and footpaths leading from the access points, current measures to manage access and sensitive features. Avoidance and mitigation measures should be designed in response to the project level HRA. The housing shall be designed and delivered with adequate avoidance and mitigation measures; Suitable Alternative Natural Greenspace (SANGs) should provide a natural greenspace experience: their design, size and location should seek to provide recreational facilities that attract residents for their primary daily walking and dog walking, drawing on best practice from strategic mitigation schemes and their monitoring in relation to dog walking facilities, route length, car parking and toilets. For example, provision of open space

at 4.5h/1,000 (see Policy 32: Community Health and Well-Being) that links with existing open space and provides new footpaths that link with the existing footpath network allowing residents to walk for about 2 – 5km. This is the common distance for dog walking found by the Visitor Survey and could help encourage residents to visit The Wash and the North Norfolk Coast European Marine Site less often, minimising pressure on the site. The former Wash Estuary Strategy Group produced a Green Infrastructure Master Plan which contains maps and documentation covering South East Lincolnshire. The maps show what is recorded although there may be unrecorded sites that are beneficial as well. They are a starting point in identifying what is available and what Green Infrastructure gaps may be usefully closed as part of any HRA undertaken for Sustainable Urban Extensions and Major planning applications. They also show links to the Wash on the Linear Public Access Maps.

- 7.2.8 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 Regulations Assessment.
- 7.2.9 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 SSIS 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.
- 7.2.10 Nature Improvement Areas (NIAs) can be designated to create joined-up and resilient ecological networks at a landscape scale. At present, there are no NIAs in South East Lincolnshire but potential exists for designation during the lifetime of the Local Plan: for example, the South Lincolnshire Fenlands.
- 7.2.11 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 Fen 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.
- 7.2.12 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 Framework⁴⁸, Section 41 of the Natural Environment and Rural Communities Act (2006), the Lincolnshire Nature Strategy⁴⁹ and the Lincolnshire Natural Environment Strategy⁵⁰.
- 7.2.13 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 (SuDS) and landscape buffers can also help establish healthy ecological networks for a wider range of species and habitats.
- 7.2.14 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 Communities⁵¹ and Planning for a healthy environment – good practice for green infrastructure and biodiversity⁵².
- 7.2.15 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 biodiversity enhancement features incorporated into buildings

7.3. The Historic Environment

- 7.3.1 Much of the land in South East Lincolnshire is drained marsh and fen. It is characterised by flat, open landscape, divided by drainage features and highways. There are relatively few trees and as a consequence tall buildings such as old windmills, and church towers/spires are visible in the landscape over large distances.
- 7.3.2 Within the marsh and fen there were areas of higher land where the older market town and other settlements in South East Lincolnshire were founded. Once the marsh and fen was drained, from the 17th century onwards, a strong mercantile economy grew up. As a result, the area has a diverse historic environment with a rich variety of heritage assets: Archaeology, Scheduled Monuments, Listed Buildings and Conservation Areas which contribute to local identity and character. In addition there are non designated heritage assets and potential for new archaeological remains to be found during development, that add to the local context. Table 5 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	1,029

Table 5: Heritage Assets within South East Lincolnshire

- 7.3.3 Table 6 shows there are a number of these heritage assets that are at risk²⁸. It also shows that an above average proportion of Conservation Areas, Scheduled Monuments and Listed Buildings are 'at risk' in South East Lincolnshire, compared to England²⁸.

	Boston Borough	South Holland District	England
	Number		
Registered Parks and Gardens	0	0	95 (5.7%)
Conservation Areas	2 (18.2%)	2 (15.4%)	496 (6.2%)

Scheduled Ancient Monuments	2 (14.3%)	4 (13.7%)	2,640 (13.3%)
Grade I and Grade II* Listed Buildings (including places of worship at risk)	6 (12%)	8(1.5%)	2,097(0.6%)

Table 6: Registered Parks and Gardens, Conservation Areas, Scheduled Monuments and Listed Buildings (Grade I and II*) on the Heritage at Risk Register (2015)

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

Policy 29: The Historic Environment

Distinctive elements of the South East Lincolnshire historic environment will be conserved and, where appropriate, enhanced. Opportunities to identify a heritage asset's contribution to the economy, tourism, education and the local community will be utilised including:

- The historic archaeological and drainage landscape of the Fens;
- The distinctive character of South East Lincolnshire market towns and villages;
- The dominance within the landscape of church towers, spires and historic windmills;

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 known archaeology or that found during development, historic buildings, conservation areas, scheduled monuments, street patterns, streetscapes, landscapes, parks (including Registered Parks and Gardens), river frontages, structures and their settings through high-quality sensitive design.

A. Listed Buildings

1. Proposals to change the use of a Listed Building or to alter or extend such a building will be granted where the Local Planning Authority is satisfied that the proposal is in the interest of the building's preservation and does not involve activities or alterations prejudicial to the special architectural or historic interest of the Listed Building or its setting.
2. Proposals involving the demolition of Listed Buildings will not be permitted, unless in an exceptional case, or wholly exceptional case (depending on their grade) where a clear and convincing justification is made in line with national policy⁹.

3. Proposals that affect the setting of a Listed Building will be supported where they preserve or better reveal the significance of the Listed Building.

B. Conservation Areas

Proposals within, affecting the setting of, or affecting views into or out of, a Conservation Area should preserve (and enhance or reinforce, as appropriate) features that contribute positively to the area's character, appearance and setting. Proposals should:

1. Retain buildings/groups of buildings, existing street patterns, historic building lines and ground surfaces;
2. Retain architectural details that contribute to the character and appearance of the area;
3. Where relevant and practical, remove features which are incompatible with the Conservation Area;
4. Retain and reinforce local distinctiveness with reference to height, massing, scale, form, materials and plot widths of the existing built environment;
5. Assess, and mitigate against, any negative impact the proposal might have on the townscape, roofscape, skyline and landscape;
6. Aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against.

C. Archaeology and Scheduled Monuments

1. Proposals that affect archaeological remains, whether known or potential, designated or non-designated, should take every reasonable step to protect and, where possible, enhance their significance.
2. Planning applications for such development should be accompanied by an appropriate and proportionate assessment to understand the potential for and significance of remains, and the impact of development upon them.
3. If initial assessment does not provide sufficient information, developers will be required to undertake field evaluation in advance of determination of the application. This may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site.
4. Wherever possible and appropriate, mitigation strategies should ensure the preservation of archaeological remains in-situ. Where this is either not possible or not desirable, provision must be made for preservation by record according to an agreed written scheme of investigation submitted

by the developer, undertaken by a suitably qualified person, and approved by the Local Planning Authority.

5. Any work undertaken as part of the planning process must be appropriately archived in a way agreed with the Local Planning Authority.

D. Registered Parks and Gardens

Proposals that cause substantial harm to a Registered Park or Garden, or its setting will not be permitted, unless in an exceptional case, where a clear and convincing justification is made in line with national policy.

E. Enabling Development

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:-

1. it will not materially harm the heritage values of a heritage asset or its setting;
2. it avoids detrimental fragmentation of management of the heritage asset;
3. it will secure the long-term future of the place and, where applicable, its continued use for a sympathetic purpose;
4. it is necessary to resolve problems arising from the inherent needs of the heritage asset rather than the circumstances of the present owner or the purchase price paid
5. sufficient subsidy is not available from any other source;
6. it is demonstrated that the amount of enabling development is the minimum necessary to secure the future of the heritage asset and that its form minimises harm to other public interests; and
7. the public benefit of securing the future of the heritage asset through such enabling development decisively outweighs the dis-benefits of breaching other policies within the Local Plan and national policy

F. Development Proposals

Where a development proposal would affect the significance of a heritage asset (whether designated or non-designated), including any contribution made to its setting, it should be informed by proportionate historic environment assessments⁷ and evaluations (such as heritage impact assessments, desk-based appraisals, field evaluation and historic building reports) that:

1. identify all heritage assets likely to be affected by the proposal;

2. explain the nature and degree of any effect on elements that contribute to their significance and demonstrating how, in order of preference, any harm will be avoided, minimised or mitigated;
3. provide a clear explanation and justification for the proposal in order for the harm to be weighed against public benefits; and
4. demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to secure the long term use of the asset.

Reasoned Justification

- 7.3.5 Boston, Spalding and older settlements within the Local Plan area were founded on higher ground within the fens with a network of public rights of way. Boston Borough has an important trading history that can be seen in the fabric and layout of the town. The town had strong trade links, which still exist today through the modern port operation, with Europe that resulted in the town, at one time, being the second port to London. Spalding's early industries were salt making and fishing.
- 7.3.6 The River Witham and River Welland are important to Boston and Spalding respectively, as they are the reason for the towns' existence, being located at the lowest bridging point of fertile land in the fens. The second important aspect is the drainage of the land which provided the fertile land upon which the agricultural industry grew. This drove the development of Boston and Spalding and other smaller settlements on the drained fens and marshes.
- 7.3.7 The areas of the Towns adjacent to the rivers have a number of large dwellings that were originally owned by wealthy merchants and warehouse buildings. There were also riverside wharves where trading occurred. Many are now listed and/or form part of Conservation Areas within the centres of Boston and Spalding as well as within other parts of the smaller towns and villages.

Listed Buildings and their Setting

- 7.3.8 A proposal to demolish a listed building, or to alter or extend it in a way that would affect its special character, requires Listed Building Consent. If the proposal also involves 'development', planning permission is required and, in that case, the Local Planning Authority will wish to consider applications for Listed Building Consent and planning applications concurrently.
- 7.3.9 Proposals to alter or extend any Listed Building will be assessed against the need to preserve the special architectural or historic interest which led to the building being listed. There is a general presumption in favour of the preservation of Listed Buildings, and consent to demolish or partly demolish such buildings will only be granted in exceptional circumstances.

- 7.3.10 The setting of a Listed Building may be affected by development. It is important that applications for planning permission for development affecting Listed Buildings, or their settings, include full details of the proposal so that an informed decision can be reached.

Conservation Areas

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

Archaeology

- 7.3.15 Local Planning Authorities may require developers to assess the potential impacts of their proposal on archaeological remains in order to reach a decision on a development proposal. Where archaeological impacts are indicated, developers are expected to work with the Local Planning Authority to devise a scheme for mitigating such impacts, which may form part of a planning condition or a planning obligation. Such conditions are designed to ensure that such remains are either preserved in situ or recorded.

- 7.3.16 All archaeological work should be based on a thorough understanding of the available evidence, and of the local, regional and national contribution it makes. The known and potential archaeological heritage of the area is recorded by the Lincolnshire Historic Environment Record. This and other sources, such as the Lincolnshire Archives, The Lincolnshire Archaeological Handbook and the Lincolnshire Historic Landscape Characterisation should be used to inform all proposals and decisions.

Registered Parks and Gardens

- 7.3.17 The Register includes sites of particular significance that are gardens, grounds and other planned open spaces. The emphasis of the Register is on 'designed' landscapes, rather than on planting or botanical importance. Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. Registration is a 'material consideration' in the planning process, meaning that planning authorities must consider the impact of any proposed development on the landscapes' special character.

Enabling Development

- 7.3.18 'Heritage at Risk' includes grade I and II* Listed Buildings, Listed places of Worship, Conservation Areas, Archaeology and Scheduled Monuments, Registered Parks and Gardens as well as 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 in line with section E of the policy.

Development Proposals

- 7.3.19 In addition to the advice outlined above this part of the policy outlines the information that is required to support applications.
- 7.3.20 Development that complements initiatives being actioned or prepared to enhance the quality of heritage assets; for example, the shop front grant scheme for properties around the Market Place and surrounding streets in Boston and the implemented scheme for shops in Spalding, Crowland, Holbeach and Long Sutton. Several assets and the overall street-scenes have benefitted. In addition 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.
- 7.3.21 The Local Planning Authorities will encourage other proposals that either secure greater public access to local heritage assets or provide interpretation relating to assets and/or new development that promotes the educational, recreational and/or

tourism potential of local agricultural and cultural heritage, through sensitive management and enhancement of heritage assets. Particular support will be given to schemes that conserve and enhance the setting of heritage assets and archaeological remains most 'at risk' through neglect, decay or other threats. Opportunities for heritage assets to mitigate, and adapt to, the effects of climate change will be assessed against the impact of the proposal on the significance of the heritage asset.

- 7.3.22 Owing to the flat landscape church towers and spires and the remaining traditional wind mills are dominant in the landscape. It is important that new development respects these buildings by not undermining their dominance in the landscape and also maintains views of them.

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

7.4. Pollution

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

Policy 30: Pollution

Development proposals will not be permitted where, taking account of any proposed mitigation measures, they would lead to unacceptable adverse impacts upon:

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

by way of:

4. air quality, including fumes and odour;
5. noise including vibration;
6. light levels;
7. land quality and condition; or
8. surface and groundwater quality.

Planning applications, except for development within the curtilage of a dwelling house as specified within Schedule 2, Part 1 of The Town and Country Planning (General Permitted Development)(England) Order 2015, or successor statutory instrument, must include an assessment of:

9. impact on the proposed development from poor air quality from identified sources;
10. impact on air quality from the proposed development; and
11. impact on amenity from existing uses.

Suitable mitigation measures will be provided, if required. Proposals will be refused if impacts cannot be suitably mitigated or avoided.

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

- 7.4.2 Development will impact local amenities, and could, depending on the use, impact on a wider area. Development may be also impacted by the area immediately around the site. For instance uses that emit fumes, noise and odours have the ability to detrimentally impact on neighbouring uses, and if carried on the wind, those further afield. New sources of noise can also raise overall noise levels. Similarly new or upgraded lighting may cause extra light pollution for those who are near to the site. In some cases very bright flood lighting can be seen well away from the site, which adds to the sense of urbanising the countryside.
- 7.4.3 In conjunction with Policy 2: Development Management it is important to assess proposed new uses to prevent, or minimise impact on amenities by way of: air quality, light levels, noise, odour and vibration. Air quality and odour issues should be discussed with Environmental Health Officers. Noise assessments will be required where it is considered there is a risk of noise disturbance, following advice from Environmental Health Officers. Solutions may require, in combination with the requirements of Policy 3: Design of New Development, careful design of buildings, layout of the site and suitable plant or machinery to remove or reduce impacts and should be discussed with Environmental Health and Planning Officers. In addition for lighting, the visual impact of the lanterns and light pollution can be ameliorated by careful design and layout of the lighting scheme, including the use and positioning of suitable lighting fitments which prevent light spilling upwards and outwards from the area to be lit. Visual issues can benefit from screening, including the use of existing and augmented landscaping belts. If planning permission is granted, the suggested solutions may require conditioning to ensure continued protection of amenities. Where impacts cannot be suitably mitigated, planning

permission will be refused as in some cases the only solution may be identifying a better site with fewer constraints.

- 7.4.4 Measures to address impacts upon soil can be found in ‘A Construction Code of Practice for the Sustainable Use of Soils on Construction Sites’⁵⁹ or successor local or national guidance. There are also a number of contaminated sites across South East Lincolnshire, which, if remediated, could reduce the pressure on green field land, which is mostly Grade 1 and 2 agricultural land. Land affected by contamination may pose an unacceptable risk to human health, the natural environment, including groundwater, the built environment and economic activities, through its 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 Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG) Document ‘Development on Land Affected by Contamination’⁵³ supported by YALPAG ‘Verification Requirements for Cover Systems’⁵⁴ and YALPAG ‘Verification Requirements for Gas Protection Systems’⁵⁵, or successor local or national guidance.
- 7.4.5 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, ‘Approach to Groundwater Protection’⁵⁶, or successor local or national guidance, highlights best practice.
- 7.4.6 There are two Air Quality Management Areas (AQMAs) in Boston, at Haven Bridge and Bargate Bridge, owing to traffic emissions. Car ownership levels are high in South East Lincolnshire and therefore traffic levels are likely to grow with more development. This will have an impact on air-quality levels, if unmitigated. There is now a strong base of scientific evidence that particulate air pollution, of which vehicle emissions form part, is a contributor to premature death⁵⁷. The report shows an annual attributable death rate of 25,002 in England, 387 in Lincolnshire and 87 in South East Lincolnshire. For South East Lincolnshire this amounts to 843 life years lost. Consequently, there is a strong need to mitigate the impact of poor air quality on new development and avoid new development increasing air pollution at locations inside or outside a declared AQMA.
- 7.4.7 The East Midlands Air Quality Network has prepared ‘Air Quality and Emissions Mitigation – Guidance for Developers June 2017’⁵⁸. It provides a methodology for assessing all forms of development and potential air pollution mitigation. It achieves this by dividing proposed developments into three categories, minor, medium and major, using the Department for Transport Threshold Criteria for Transport

Assessments. Minor and Medium sized development consider the impact from exposure to poor air quality from identified sources and how this can be mitigated by the design of the development and also mitigate worsening air quality by the incorporation of suggested suitable building services and construction protocols. Major development will be required to undertake a full Air Quality Assessment and will need to undertake additional measures that may be required by planning condition or Planning Obligation. Therefore, all applications, except residential (C3) extensions, shall consider the implications of this, or successor local or national guidance, on the proposed development and in consultation with Environmental Health, Highways and Planning Officers provide the relevant level of mitigation, briefly explained in a mitigation statement.

- 7.4.8 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

Number of AQMAs in South East Lincolnshire

Number of contaminated sites developed

7.5. Climate Change and Renewable and Low Carbon Energy

- 7.5.1 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 Statement⁶⁰ and the National Policy Statement for Renewable Energy⁶¹. 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 31: 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, including SuDS schemes for

- all 'Major' applications;
- 3. the protection of the quality, quantity and availability of water resources, including for residential developments, complying with the Building Regulation water efficiency standard of 110 litres per person per day;
- 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 28 to improve the resilience of ecosystems within and beyond the site.

B. Renewable Energy

With the exception of Wind 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, landscape character or quality, or skyscape considerations;
- 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;
- 5. aviation and radar safety;
- 6. heritage assets including their setting; 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

- 7.5.2 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.
- 7.5.3 The site-specific Flood Risk Assessment will identify the flood risk and whether different parts of the site have more or less potential flood depth. This information should be used to influence the layout of the scheme and position of the buildings, open space and Sustainable Drainage Systems (SuDS), if employed. Lincolnshire County Council as Lead Local Flood Authority are implementing the Ministerial Statement on Sustainable Drainage Systems of 18 December 2014. 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.
- 7.5.4 Water supply has been improved with new infrastructure to the Local Plan area. However, the Environment Agency indicates that South East Lincolnshire is a Water Stressed Area⁶². Therefore, it is considered necessary to require the optional water efficiency standard of 110 litres per person per day. 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.
- 7.5.5 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 30: Pollution, and aid health and well-being (see Policy 32: Community Health and Well-being) as well as being a way to minimise future climate change.
- 7.5.6 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 3: Design of New Development). Ground cover can also slow groundwater evaporation and, along with trees, provide habitat to reinforce, or provide, new habitat networks (see Policy 28: The Natural Environment).

Renewable Energy

- 7.5.7 South East Lincolnshire's progress in relation to the Government target for 30% of electricity used from renewable sources, 15% of all energy used from renewable sources and the 34% cut in greenhouse gases by 2020 and 80% by 2050 is contained within the 'South East Lincolnshire's Carbon Challenge'.
- 7.5.8 The Low Carbon Energy Opportunities mapping for onshore wind undertaken in March 2011 by 'Land Use Consultants', shows some potential along the Wash

shoreline and along the western and southern boundary of the Plan Area. However, the Landscape Character Assessments undertaken for Boston BC and South Holland DC indicate the Wash shoreline as moderately or highly sensitive to change or highly unsuitable for wind development respectively. In addition a recent application in this location was not determined owing to radar issues not being resolved. The Wash contains an RAF bombing range and there are RAF stations outside, but close to the Plan Area. The potential along the western and southern boundary of the plan area is also restricted by a windfarm which has consent at East Heckington, but not yet implemented, which with Bicker Fen will produce 35 wind turbines in close proximity to each other. Along with Tritton Knoll and Viking Link they connect to Bicker Fen Substation, which raises unknown capacity issues. Cumulative landscape impact is also likely with further wind farm development between Deeping St Nicholas and Wryde Croft wind farms as well as impact on the setting of Crowland Abbey, which is Grade 1 Listed and a Scheduled Monument. Also nearby an application at West Pinchbeck was not determined owing to unresolved impact on bio diversity. Historically Boston BC has only received one application, which was approved at Bicker Fen, and South Holland has received three wind farm proposals which have been constructed at Deeping St Nicholas, Gedney Marsh and Tydd St Mary in addition to the two referred to above which have not been determined owing to unresolved issues. Therefore, for these reasons the 'Suitable Area of Search' for wind farm development, referred to in the Ministerial Statement of 18 June 2015, has not been identified owing to the evidence showing little potential beyond what has been developed.

- 7.5.9 South East Lincolnshire is within The Fens National Character Area. The Local Plan Area is notable for its large-scale, flat, open landscape with extensive vistas to level horizons. The level, open topography shapes the impression of huge skies which convey a strong sense of place, tranquillity and inspiration. Planning proposals shall assess their implications against the information contained in the:- Landscape Character Assessment of Boston Borough⁶³ or the Strategic Landscape Capacity Study for South Holland⁶⁴, as well as the Lincolnshire Historic Landscape Characterisation Project⁶⁵, the Lincolnshire Historic Environment Record (HER), the Boston Town and Rural Historic Environment Baseline Studies and the Conservation Area appraisals (see Policy 29: The Historic Environment) to protect landscape character and quality, skyscape and visual amenity.
- 7.5.10 In addition proposals can cause changes to visual outlook, emit noise, fumes, odour and vibration; produce shadow flicker, sun light reflection and broadcast interference; and traffic issues on highways of unsuitable width and construction. Therefore, it is important that proposals assess their impact individually and in combination with other similar developments on: residential amenity; highway safety, aviation and radar safety, and heritage assets. In addition all proposals use land and so lower quality agricultural land should be used and the natural environment / biodiversity shall be protected and enhanced.
- 7.5.11 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).

- 7.5.12 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

Number of residential schemes that are designed to meet Building Regulations Water Efficiency Standard of 110 litres per person per day

7.6. Community, Health and Well-being

- 7.6.1 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.
- 7.6.2 The health issues and priorities for South East Lincolnshire are set out in the Lincolnshire Joint Strategic Needs Assessment⁶⁶ and Joint Health and Wellbeing Strategy for Lincolnshire⁶⁷, 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 32: 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, places of worship, 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 5. In the case of sports facilities, recreational open space and other green infrastructure, provision will be required in accordance with the standards set out below.

	Hectares / 1,000 additional persons
Amenity Greenspace	0.75
Provision for children and young people	0.10
Park and Garden	0.10
Allotments	0.30
Churchyards and Cemeteries	0.57
Natural and Semi natural Green Space	4.50
	Number / 1,000 additional persons
Sports Hall (33x18x7.6m internal)	1/20,000
Swimming pool (25x13m)	1/32,500
Indoor Bowling Green (6 rink)	1/35,000
Indoor Tennis (4 court)	1/140,000
Squash Courts	1/16,000
Gym	1/10,000
Village Hall	1/2,500
Athletics Track (400m)	1/250,000
Synthetic turf pitch (101.4x63m)	1/30,000
Outdoor Bowling Green	1/4,500
Outdoor Tennis	1/3,000
Adult Football Pitch (1.2h)	1/4,650
Junior Football Pitch (0.75h)	1/4,000

Mini Football Pitch (0.2h)	1/10,000
Rugby Pitch (1.25h)	1/9,000
Cricket Pitch (1.2h)	1/10,000
Golf Course (18 holes)	1/30,000

As first preference, this provision should be made in a suitable location on-site. Where on-site provision is not feasible or suitable, consideration will be given to a financial contribution towards the creation of a new facility nearby, or the improvement of an existing nearby facility. Whenever new provision is made, appropriate mechanisms must be put in place to ensure its satisfactory maintenance and management.

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:
 - a. surplus to requirements; or
 - b. not economically viable; or
 - c. unfit for purpose; and
 - d. in the case of recreational open space, 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.

The development of new community facilities will be supported, provided that they are 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.

The Proposed Cemetery/Playing Field Extension shown on the Policies map (Inset Map No.18 – Gosberton) will be developed as a 1.26-hectare extension to the neighbouring playing field and a 0.64-hectare extension to the neighbouring cemetery in conjunction with the development of Housing

Reserve Site Gos011.

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 6: Developer Contributions 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

Planning permission granted for the extension of Cemetery and open space at Gosberton
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

- 8.1.1 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.
- 8.1.2 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.
- 8.1.3 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.
- 8.1.4 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.
- 8.1.5 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.
- 8.1.6 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.

8.2. Delivering a More Sustainable Transport Network

- 8.2.1 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 33: 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 sections 2 and 3 of the Spalding Western Relief Road and Phase 3 of the Boston

Distributor Road will be delivered (outside this Plan period). Any development that would prejudice the design of this infrastructure will not be permitted.

- 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;
 - vi. along West Elloe Avenue and Enterprise Way, 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

- 8.2.2 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.
- 8.2.3 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 33 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 15: Vernatts Sustainable Urban Extension).

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 South West Quadrant (Site: Sou006) and north of the South Forty Foot Drain (Site: Wes002) (See Policy 13: South West Quadrant Sustainable Urban Extension (Sou006) and Policy 14: South of North Forty Foot Drain Sustainable Urban Extension (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 HO048: Holbeach West Sustainable Urban Extension (see Policy 16) 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.

- 8.2.4 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 28: The Natural Environment).
- 8.2.5 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

- 8.2.6 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.
- 8.2.7 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 Plan⁶⁸. New provision, including for the England Coastal Trail, will be supported.
- 8.2.8 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 master plan for each location.

Public Transport

- 8.2.9 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

- 8.2.10 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.
- 8.2.11 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.
- 8.2.12 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

- 8.2.13 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 7: Improving South East Lincolnshire’s Employment Land Portfolio.
- 8.2.14 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

Number 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

8.3. Delivering the Boston Distributor Road

- 8.3.1 The Boston Distributor Road (BDR) is a long term highway development programme, in the main, led by, and facilitated by, development opportunities. Its

completion is likely to extend well beyond the 2036 end date of this Local Plan but a significant section is expected to be completed within the Plan period.

- 8.3.2 An alternative route around Boston has been a long held aspiration and the opportunity to bring such a route to the fore through this Local Plan has been a significant factor in assessing development opportunities. The 4th Lincolnshire Local Transport Plan (LLTP) provides the statutory context for this approach in proposing that the Local Plan be prepared by assessing whether development opportunities to meet development needs might also support the delivery of a Distributor Road for Boston. A western route for the Distributor Road is shown to be the best option as it is better integrated with the existing highway network. The eastern route also has more constraints with marginally better agricultural land and marginally worst flood risk (e.g. hazard in terms of rapid inundation from the Haven). The land development options being submitted through the Strategic Housing Land Availability Assessment process have also been far fewer and less comprehensive on the eastern side of the urban area than to the west.
- 8.3.3 The BDR is also one of many proposals in the Boston Transport Strategy (BTS) (2017) linked with improving accessibility and better use of the strategic highway network. The BTS was updated in 2017 to have the same time frame as the Local Plan. Many of its proposals are at the option stage with delivery mechanisms yet to be determined. However the Local Plan can assist in several ways, e.g. helping to deliver a secondary school on the western side of the urban area (and so reducing cross town traffic), incorporating improvements to accessibility in new development (e.g. through Policy 33: Delivering a More Sustainable Transport Network) and by helping to deliver part of the BDR. Also linked to the improvements to the strategic highway network is the need to address poor air quality at the two Air Quality Management Areas in Boston.

Policy 34: Delivering the Boston Distributor Road

The Boston Distributor Road (BDR) will be delivered in three phases (as shown on the Plan: Indicative Layout Boston Distributor Road). The first two phases are expected to happen in the Plan period up until 2036.

The three phases are as follows:

Phase 1: A16 to London Road through the development known as Q1;

Phase 2: London Road to West End Road (on the southern perimeter of the SUE site known as Sou006) and from Gilbert Drive to the North Forty Foot Drain (through the SUE site known as Wes002);

Phase 3: North Forty Foot Drain to the A16 north of Boston. Phase 3 also includes highway improvement options from West End Road which may include new infrastructure to the A52 and beyond to the North Forty Foot Drain section of highway.

Highway design for the BDR will be in accordance with the Design Manual for

Roads and Bridges as required by the Highways Authority.

Reasoned Justification

- 8.3.4 Phase 1 of the BDR is under construction as part of the Q1 mixed use development. The two sections of Phase 2 of the BDR are also part of the Sustainable Urban Extensions (SUE) Policies (Policy 13: South West Quadrant Sustainable Urban Extension (Sou006) and Policy 14: South of North Forty Foot Drain Sustainable Urban Extension (Wes002)). Policies 13, 14 and 33: Delivering a More Sustainable Transport Network do not specify any delivery phasing for the BDR sections because they are part of accessing and opening up development opportunities. The developers of both Sou006 and Wes002 expect that all or most of their sites will be developed in the Plan period. The Whole Plan Viability Assessment undertaken for the Local Plan suggests that the costs for these sections of the BDR are achievable as part of the opening up costs. The SUE site Wes002 will be linked to Gilbert Drive which has been built and designed as a 7.3m width carriageway. This is the current design standard for a residential distributor road and future sections will need to meet the standards required by the County Council Highway's Authority.
- 8.3.5 Phase 3 of the BDR is expected to take place beyond 2036 and the preparation of the Local Plan has explored whether land use options and sites might be forthcoming. Strategic sites were presented as possible options during the preparation leading up to the Publication Draft. Phase 3 also includes the consideration of highway improvements from West End Road which may include new highway infrastructure and bridging effectively from the A52 through to the new BDR highway provisions at the North Forty Foot. However the provisions of this Local Plan are for part of the BDR in terms of both infrastructure and function. It is acknowledged that Phase 3 of the BDR will require the examination of options in greater detail. The need for this is likely to be part of the preparation of a Local Plan review or as part of a completely new Local Plan.

Monitoring

Length (kilometres) of the Boston Distributor Road delivered within each five year period (by phase)
Progress with funding applications for the delivery of the Boston Distributor Road

8.4. Delivering the Spalding Transport Strategy

- 8.4.1 The Spalding Transport Strategy 2014 (the STS)⁴⁴, finalised in September 2014, was developed jointly by Lincolnshire County Council and South Holland District Council (SHDC).
- 8.4.2 The STS provides a comprehensive approach for the improvement and provision of transport and access for Spalding and its surrounding area, including the delivery of the Spalding Western Relief Road (SWRR). It was prepared with a view to addressing existing issues and supporting proposals for significant growth in the

town in the short, medium and long term. The STS is designed to be a complementary package of measures that can be delivered through a range of supportive activities led by the relevant party including highway authority, planning authority, other public body or developer/ landowner interests.

- 8.4.3 Accordingly, from the outset the STS was developed in close cooperation by Lincolnshire County Council (LCC), SHDC and other key stakeholders, and through wider public engagement. The adoption of this approach at an early stage was intended to ensure that the STS would complement and support other local and national policies, including the emerging South East Lincolnshire Local Plan.
- 8.4.4 Policy 35 therefore creates a mechanism for securing developer contributions towards the delivery of the variety of complementary solutions to current transport-management issues identified in the STS.

Policy 35: Delivering the Spalding Transport Strategy

A. In accordance with Policy 15 and Policies Map Inset No. 2: Spalding and Pinchbeck, the housing allocations Site Pin024: Land north of the Vernatt's Drain and Site Pin045: Land west of Spalding Road will be required to contribute to the delivery of Section 4 and 5 of the SWRR in accordance with the Local Highway Authority's approved SWRR Delivery Strategy, subject to viability⁶⁹.

In respect of these allocations, SHDC and the Local Highway Authority will seek to secure formal agreements with relevant developers/landowners on financial and other contributions. However, if necessary, the Authorities will also consider the use of statutory powers, including compulsory purchase, to ensure delivery of the SWRR.

Development proposals for these allocations which do not meet the detailed requirements set out in the SWRR Delivery Strategy or which compromise the strategic role of the road will not be permitted.

B. In accordance with Policy 6, Policy 15 and Inset Map 2: Spalding and Pinchbeck, the following housing allocations and all developments for 11 or more dwellings, or which have a combined gross floor space of more than 1,000 sqm, or non-residential development of 1,000 sqm or more floor space (gross), granted planning permission on unallocated sites within the designated settlement boundaries for Spalding and Pinchbeck, will be subject to financial contributions towards the funding of projects featured in the STS⁴⁴, or any successor:

- 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 non-SWRR schemes identified in the STS, as prioritised by the Local Highway Authority, will be secured through legal agreements, subject to the provisions of Policy 6. Their calculation will be subject to viability.

Development proposals for these sites which do not include appropriate financial contributions to secure delivery of identified off-site traffic-mitigation schemes will not be permitted.

C. Other development proposals for sites situated outside of the designated settlement boundaries for Spalding and Pinchbeck, which would have a detrimental impact on traffic management in the Spalding area, will not be permitted without South Holland District Council securing contributions towards the Local Highway Authority's identified off-site mitigation schemes from such proposals in accordance with the relevant provisions set out in B. of this policy.

Reasoned Justification

- 8.4.5 The STS highlights the importance of the proposed SWRR, which will link the B1172 (Spalding Common), in the south-west of the Town to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan²⁶, and is identified as one of four major schemes within Lincolnshire in the short to medium term. LCC, as the Local Highway Authority, recognises it as playing a strategic role in opening-up development sites including the Holland Park Sustainable Urban Extension (SUE), the Vernatts SUE (see Policy 15: Vernatts Sustainable Urban Extension) and other major sites to the west of Spalding; and in providing an alternative route to the congested A151 which passes through the centre of Spalding and is subject to increasing delays resulting from level-crossing 'downtime'. As a consequence of the SWRR's strategic importance, LCC is leading on the submission of the planning application for Section 1 of the SWRR, and will do the same for Section 5.
- 8.4.6 The SWRR, when completed, is expected to deliver significant benefits to traffic management around Spalding. However, its total cost and current funding

arrangements (i.e. through developer contributions linked to housing delivery) mean that its construction is viewed as a series of separate ‘projects’ over a number of years, with the completion of the road currently expected to stretch beyond the end of the Local Plan period in 2036.

- 8.4.7 The first project has been ‘Section 1 of the SWRR (previously described as the ‘Southern section’ and associated with the development of the Holland Park SUE by a single developer). The second project is ‘Section 5’ (previously described as the ‘Northern section’). Both of these sections are indicated diagrammatically on the Policies Map Inset for Spalding and Pinchbeck and described in the South East Lincolnshire Infrastructure Delivery Plan using their former names⁵. Sections 2, 3 and, 4 (previously described as the ‘Central section’) will link Sections 1 and 5, and due to their total length, may be delivered as several smaller projects. The precise routes of Sections 2 and 3 have yet to be confirmed, but it will proceed through the designated ‘SWRR Safeguarding Corridor’ as shown on the Policies Map Inset for Spalding and Pinchbeck. Section 4 will run parallel with, and close to the Vernatt’s Drain. An Indicative plan showing the extent of the SWRR sections is contained in Appendix 10.
- 8.4.8 Given that there is currently no proposal to introduce a Community Infrastructure Levy (CIL) in South Holland District, LCC, with the support of SHDC, has prepared a ‘SWRR Delivery Strategy’⁶⁹ to provide a robust and equitable funding and delivery mechanism to govern the development of the outstanding Sections 2-5 of the SWRR until such time as they are completed. It is sufficiently flexible to enable the implementation of individual SWRR projects to be reviewed in the light of additional funding opportunities (e.g. various public-sector initiatives) as and when they emerge.
- 8.4.9 The STS also proposes important road/traffic improvement schemes, prioritised by the Local Highway Authority, which are required to mitigate the traffic impact of residential growth in and around Spalding pending the completion of the SWRR. These are to be supported by financial contributions from housing and other developments not directly related to the route of the SWRR.

Monitoring

Number of Spalding Transport Strategy projects completed

8.5. Vehicle and Cycle Parking

- 8.5.1 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 36: 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 6), 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

- 8.5.2 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.
- 8.5.3 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 6: Parking Standards 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).
- 8.5.4 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.
- 8.5.5 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.
- 8.5.6 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.

- 8.5.7 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.
- 8.5.8 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

Number of permissions granted with new or improved parking facilities for the disabled

9. Monitoring and Review

- 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 7: Local Plan Implementation sets out how each policy will be monitored and key implementation mechanisms. With respect to housing delivery, the Housing Implementation Strategy⁷⁰ 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.
- 9.1.4 In accordance with regulation 4 of The Town and Country Planning (Local Planning)(England)(Amendment) Regulations 2017' the Local Plan review will be completed every 5 years, starting from the date of adoption of the Local Plan.

Glossary

Term	Abbreviation	Definition
Affordable Housing		See NPPF Annex 2: Glossary.
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.
Countrywide		In terms of the Local Plan, this is land not within Sub-Regional Centres, Main Service Centres, Minor Service Centres or Other Service Centre and Settlement.

Term	Abbreviation	Definition
Developer contributions		Developer contributions, also known as planning obligations, can be secured via a section 106 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	Development Plan Documents are planning policy documents which make up the Local Plan. They help to guide development within a local planning authority area by setting out the detailed planning policies, which planning officers use to make their decisions on planning applications.
Employment Land Technical Paper		Identifies the amount of B class employment land that will be required to deliver job growth in South East Lincolnshire to 2036, and recommends sites to be allocated or safeguarded 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.
Established Employment Site		A existing site containing B1, B2 and/or B8 development in the settlement boundary of a higher tier settlement or within 400m of such settlements, have good access, are within easy access of local labour and are actively managed and are capable of accommodating employment uses in the long-term.
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.
Exception 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.

Term	Abbreviation	Definition
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.
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

Term	Abbreviation	Definition
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 Policy 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 Strategic 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 Area		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.

Term	Abbreviation	Definition
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		Strategic sites within the settlement boundaries of a Sub-Regional Centre, Main Service Centre or Minor Service Centre or are well established within 400m of such settlements, have a good level of access to the major road network and public transport, to local labour, are capable of accommodating the full range of B-Uses within 10 or more medium-large units, and are or will be 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.

Term	Abbreviation	Definition
National Planning Policy Framework	NPPF	The National Planning Policy Framework, 2018 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 they 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.

Term	Abbreviation	Definition
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 Provider	RP	Technical name for a body registered with the Housing Corporation. Most Housing Associations are RPs.
Reserve Site		A site allocated for housing that will be released if other allocated sites do not provide housing in sufficient numbers to satisfy the Government's 'Housing Delivery Test' (to be finalised November 2018).
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.

Term	Abbreviation	Definition
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 Habitats 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.

Term	Abbreviation	Definition
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	SHMA	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	SPD	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 SPDs.
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.

Term	Abbreviation	Definition
Sustainable Urban Extension	SUE	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.
Veteran Trees		A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species.
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

Term	Abbreviation	Definition
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.

10. Appendix 1: South East Lincolnshire Joint Strategic Planning Committee

- 10.1.1 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.
- 10.1.2 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.

11. Appendix 2: Saved Local Plan Policy Replacement List

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

Proposed Policy	Replacing Saved South Holland Local Plan policy(s)
1: 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) HS6: New Housing in the Group Centres (Non-Allocated Sites) LT7: Caravan Sites
2: 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
3: 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

Proposed Policy	Replacing Saved South Holland Local Plan policy(s)
	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
4: Approach to Flood Risk	New Policy
5: Meeting Physical Infrastructure and Service Needs	SG6: Community Infrastructure and Impact Assessment SG12: Sewerage and Development
6: 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
7: 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
8: Prestige Employment Sites	New Policy
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 Assessed Housing Requirements	New Policy
11: Distribution of New Housing	HS3: New Housing Allocations
12: Reserve Sites	New Policy
13: South West Quadrant Sustainable Urban Extension (Sou006)	New Policy
14: South of the North Forty Foot Drain Sustainable Urban Extension (WES002)	New Policy
15: Vernatts Sustainable	New policy

Proposed Policy	Replacing Saved South Holland Local Plan policy(s)
Urban Extension	
16: Holbeach West Sustainable Urban Extension	HS3: New Housing Allocations
17: Providing a Mix of Housing	New policy
18: Affordable Housing	HS8: Affordable Housing
19: 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
20: Accommodation for Gypsies, Travellers and Travelling Showpeople	SG12: Sewerage and Development SG14: Design and Layout of New Development HS19: Sites for Gypsies and Travellers
21: 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
22: 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
23: The Reuse of Buildings in the Countryside for 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
24: 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
25: Supporting the Vitality and Viability of Boston and Spalding Town Centres	New Policy
26: Primary Shopping Frontages	SG14: Design and Layout of New Development EC6: Development in Primary Shopping Areas EC9: Town Centre Evening Economy
27: Additional Retail Provision	New policy
28: The Natural Environment	SG1: General Sustainable Development SG14: Design and Layout of New Development SG18: Landscaping of New Development HS14: Accommodation for Transient Agricultural Workers EN1A: Development and Sites of Local Biodiversity Interest
29: The Historic Environment	SG1: General Sustainable Development

Proposed Policy	Replacing Saved South Holland Local Plan policy(s)
	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
30: 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
31: Climate Change and Renewable and Low Carbon Energy	SG7: Energy Efficiency SG14: Design and Layout of New Development
32: Community Health and Well-Being	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
33: 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
34: Delivering the Boston Distributor Road	New Policy
35: Delivering the Spalding Transport Strategy	New Policy
36: 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

Proposed Policy	Replacing Saved South Holland Local Plan policy(s)
	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:

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: Spatial Strategy	C22: Coastal Zone H2: Windfall Housing Sites CO1: Development in the Countryside CO8: Intensive Livestock Units CO9: Agricultural Buildings
2: 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 A5: Advance Signs in the Countryside 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 CO12: Replacement Dwellings
3: 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

Proposed Policy	Replacing Saved Boston Borough Local Plan policy(s)
	RTC11: Shops in the Countryside T2: Roads and Footpaths in New Developments H3: Quality of Housing Development 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 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
4: Approach to Flood Risk	New Policy
5: Meeting Physical Infrastructure and Service Needs	G3: Foul and Surface Water Disposal ED12: Telecommunication Developments
6: Developer Contributions	H4: Open Space in Housing Estates
7: 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
8: Prestige Employment Sites	New Policy
9: Promoting a Stronger Visitor Economy	RTC11: Shops in the Countryside R4: Water-based Recreational Activities R11: Static Holiday Caravans and Chalets R12: Touring Caravan and Camping Sites C22: Coastal Zone CO1: Development in the Countryside

Proposed Policy	Replacing Saved Boston Borough Local Plan policy(s)
	CO6: Re-Use of Buildings in the Countryside for Employment Uses
10: Meeting Assessed Housing Requirements	H1: Allocated Housing Sites
11: Distribution of New Housing	H1: Allocated Housing Sites
12: Reserve Sites	New Policy
13: South West Quadrant Sustainable Urban Extension (Sou006)	New Policy
14: South of the North Forty Foot Drain Sustainable Urban Extension (WES002)	New Policy
15: Vernatts Sustainable Urban Extension	New Policy
16: Holbeach West Sustainable Urban Extension	New Policy
17: Providing a Mix of Housing	H6: Housing for the Disabled H9: Housing for the Elderly
18: Affordable Housing	New Policy
19: Rural Exceptions Sites	H7: Low Cost Housing for Local Needs CO1: Development in the Countryside
20: Accommodation for Gypsies, Travellers and Travelling Showpeople	New Policy
21: Houses in Multiple Occupation and the Sub-Division of Dwellings	H8: Creating Extra Accommodation in Existing Premises
22: Replacement Dwellings in the Countryside	CO1: Development in the Countryside CO12: Replacement Dwellings
23: The Reuse of Buildings in the Countryside for Residential Use	CO1: Development in the Countryside CO7: Re-Use of Buildings in the Countryside for Residential Purposes
24: 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 C13: Changes of Use in Wormgate
25: Supporting the Vitality and Viability of Boston and Spalding Town Centres	New Policy
26: Primary Shopping Frontages	RTC6: Prime Shopping Frontages RTC8: Town Centre Land Uses
27: Additional Retail Provision	New Policy
28: The Natural Environment	G2: Wildlife and Landscape Resources

Proposed Policy	Replacing Saved Boston Borough Local Plan policy(s)
	G8: Air and Soil Resources ED1: Development in Industrial/Commercial Areas ED2: Development of Ports ED11: Renewable Energy R4: Water-Based Recreation Facilities R5: Witham Way Footpath and Nature Reserve 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
29: 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
30: Pollution	G1: Amenity G4: Safeguarding the Water Environment 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
31: Climate Change and Renewable and Low Carbon Energy	ED11: Renewable Energy
32: Community Health and	H4: Open Space in Housing Estates

Proposed Policy	Replacing Saved Boston Borough Local Plan policy(s)
Well-Being	R1: Protection of Existing Recreational Open Space R2: New Recreational Open Space R3: New Indoor Leisure Facilities R8: Leisure Facilities in the Countryside. R9: Built Development for Countryside Leisure Pursuits. R10: Allotments C24: Protected Landscape Sites CF2: Existing Community Facilities CF3: New Community Facilities
33: 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 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 R5: Witham Way Footpath and Nature Reserve CF3: New Community Facilities CO8: Intensive Livestock Units CO9: Agricultural Buildings CO11: Equestrian Facilities
34: Delivering the Boston Distributor Road	New Policy
35: Delivering the Spalding Transport Strategy	New Policy
36: 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
 CF1: Proposed Community Facilities

12. Appendix 3: References

- 12.1.1 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	2016
2	Sustainability Appraisal of the South East Lincolnshire Local Plan 2011-2036	South East Lincolnshire Joint Strategic Planning Committee and Capita	2013, 2016, 2017, 2018
3	Habitats Regulations Assessment of the South East Lincolnshire Local Plan:	Footprint Ecology	2016, 2017
4	South East Lincolnshire Whole Plan Viability Study – Final Report	Peter Brett Associates	2017
5	South East Lincolnshire Infrastructure Delivery Plan	Peter Brett Associates	2016
6	Combined Preferred Options and Sustainability Appraisal Report	South East Lincolnshire Joint Strategic Planning Committee	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	2018
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	Lincolnshire County Council	2017
13	Duty to Co-operate Statement	South East Lincolnshire Joint Strategic Planning Committee	2017
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:	Office of National	2011

Reference Number	Document	Author	Publication Date
	Industry of Employment	Statistics	
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	J G 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	J G Consulting	2017
25	Station Usage Estimates	Office of Rail and Road	2015/16
26	4th Lincolnshire Local Transport Plan 2013-/2022/23	Lincolnshire County Council	2013
27	Boston Borough Council Updating and Screening Assessment Appraisal Report	Defra	2016
28	Heritage at Risk Register 2015	Historic England	2015
29	South East Lincolnshire Strategic Housing Land Availability Assessment	South East Lincolnshire Joint Strategic Planning Committee	2018
30	Housing Papers	South East Lincolnshire Joint Strategic Planning Committee	2016, 2017
31	South East Lincolnshire Site Allocations Flood Risk Sequential Test Report	South East Lincolnshire Joint Strategic Planning Committee	2017
32	South East Lincolnshire Sustainability of Settlements	South East Lincolnshire Joint Strategic Planning Committee	2016
33	Settlement Boundaries Background Paper	South East Lincolnshire Joint Strategic Planning Committee	2016
34	South East Lincolnshire Strategic Flood Risk Assessment	HaskoningDHV UK Ltd and the Environment Agency	2017
35	Planning Healthy Weight Environments	Town and Country Planning Association	2014
36	Spatial Strategy Background Paper	South East Lincolnshire Joint Strategic Planning Committee	2018

Reference Number	Document	Author	Publication Date
37	Greater Lincolnshire Strategic Economic Plan	Greater Lincolnshire Local Economic Partnership	2014
38	South East Lincolnshire Employment Land Technical Paper	South East Lincolnshire Joint Strategic Planning Committee	2016, 2017
39	South East Lincolnshire Strategic Employment Land Availability Assessment	South East Lincolnshire Joint Strategic Planning Committee	2017
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	Planning policy for Traveller Sites	DCLG	August 2015
47	Boston and South Holland Gypsy and Traveller Accommodation Assessment	Opinion Research Services	November 2016
48	UK Post-2010 Biodiversity Framework	JNCC and DEFRA	2012
49	Lincolnshire Nature Strategy	Lincolnshire Biodiversity Partnership	2011
50	Lincolnshire Natural Environment Strategy 2012-2018	Lincolnshire County Council	2012
51	Climate Change Adaptation by Design - A Guide for Sustainable Communities	Town and Country Planning Association	2007
52	Planning for a healthy environment – good practice for green infrastructure and biodiversity	Wildlife Trusts and Town and Country Planning Association	2012
53	Development on Land affected by Contamination	Yorkshire and Lincolnshire Pollution Advisory Group	2018
54	Verification requirements for Cover Systems	Yorkshire and Lincolnshire Pollution Advisory Group	2017
55	Verification requirements for Gas protection Systems	Yorkshire and Lincolnshire Pollution	2016

Reference Number	Document	Author	Publication Date
		Advisory Group	
56	Approach to Groundwater Protection	Environment Agency	2013
57	Estimating Local Mortality Burdens associated with Particulate Air Pollution	Public Health England	2014
58	Air Quality and Emissions Mitigation Guidance for Developers	East Midlands Air Quality Network	2017
59	Construction Code of Practice for the Sustainable Use of Soils on Construction Sites	DEFRA	2009
60	UK Marine Policy Statement	HM Government	2011
61	National Policy Statement for Renewable Energy	DECC	2011
62	Water Stressed Areas – Final Classification	Environment Agency	2013
63	Landscape Character Assessment of Boston Borough	ECUS Ltd	2009
64	Strategic Landscape Capacity Study for South Holland	John Campion Associates Ltd	2003
65	Lincolnshire Historic Landscape Characterisation Project	Lincolnshire County Council	2011
66	Lincolnshire Joint Strategic Needs Assessment	Lincolnshire County Council	2011
67	Joint Health and Wellbeing Strategy for Lincolnshire 2013-2018	Lincolnshire County Council	2013
68	Countryside Access and Rights of Way Improvement Plan 2007-2012	Lincolnshire County Council	2007
69	Technical Note 3 – Spalding Western Relief Road Phase North – Additional Traffic Modelling	Lincolnshire County Council Highways Alliance	2016
70	South East Lincolnshire Housing Implementation Strategy	South East Lincolnshire Joint Strategic Planning Committee	2017
71	Facilities for Primary and Community Care Services	Department of Health	2009

13. Appendix 4: Expected housing completions

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

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes		
Net completions (total number of dwellings built minus the number of dwellings lost to demolition)																												971	-	
Completions	91	64	175	109	180	352	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	971	-	
Windfall allowance (number of dwellings expected to be built on sites that are not identified for development in the Local Plan)																														
Windfalls	-	-	-	-	-	-	-	-	-	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	688	-	It is assumed that over the next three years all 'windfall' completions will come from the stock of commitments. Thus, a windfall allowance is not applied until 2020/21.	
Commitments (sites with full or outline planning permission, and sites where there is a resolution to grant planning permission (as at 31st March 2017)																														
B/14/0165 and B/15/0264 (land bounded by A16, London Road, Tytton Lane East & Causeway, Boston (known as Q1))	-	-	-	-	-	-	62	62	62	62	62	62	62	62	62	62	6	0	0	0	0	0	0	0	0	0	0	502	0	Outline planning permission (B/14/0165) granted for the erection of 502 dwellings. Reserved matters permission (B/15/0264) granted for the erection of 147 dwellings in April 2017. Development began almost immediately and 80 dwellings are currently under construction. Development is expected to proceed at an average of 50-75 dwellings per annum.
Other, smaller sites	-	-	-	-	-	-	327	327	330	330	331	39	39	39	39	39	89	89	89	88	88	0	0	0	0	0	2,283	0	1,565 are on sites where development has not yet begun.	
Minus lapse rate	-	-	-	-	-	-	-18	-18	-19	-19	-19	-4	-4	-4	-4	-4	-9	-9	-9	-9	-9	0	0	0	0	0	-158	0	The lapse rate assumes that 10% of all planning permissions where development has not yet begun will not deliver any dwellings.	
Total from commitments	-	-	-	-	-	-	371	371	373	373	374	97	97	97	41	35	80	80	80	79	79	0	0	0	0	0	2,627	0		
Sustainable Urban Extensions allocated in the South East Lincolnshire Local Plan																														
Sou006	-	-	-	-	-	-	0	0	0	0	44	88	88	88	88	88	88	88	88	88	88	88	88	88	88	1,276	239	The site is being promoted by Chestnut Homes. They indicate that they expect development to begin in 2021, and proceed at 75-100 dwellings p.a.		
Wes002	-	-	-	-	-	-	0	38	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	50	0	0	1,138	0	The site is being promoted by Broadgate Homes, who have an undetermined (as at November 2017) outline application (B/17/0367) for 1,200 dwellings. They indicate that they expect development to begin in Summer 2018, and proceed at approximately 75 dwellings per annum.	
Other Housing Allocations identified in the South East Lincolnshire Local Plan																														
Fen006	-	-	-	-	-	-	0	0	12	25	25	25	25	25	25	25	25	25	25	3	0	0	0	0	0	240	0	Undetermined (as at November 2017) full application (B/16/0106) for 86 dwellings as phase 1. Agent indicates that local housebuilder & housing association who will undertake phase 1 are expected to develop the entire site.		
Fis001	-	-	-	-	-	-	0	12	25	25	25	25	25	18	0	0	0	0	0	0	0	0	0	0	0	0	180	0	Planning Cttee resolved to grant outline p.p. for 180 dwellings on 20 th June 2017. Site is in the hands of Cyden Homes Ltd.	
Fis033	-	-	-	-	-	-	0	0	0	12	25	25	25	25	25	25	25	25	25	10	0	0	0	0	0	222	0	Site is in 4 ownerships, but all 4 parcels can be accessed independently. Agents acting for 2 owners indicate that negotiations with a housebuilder are advanced. Agent acting for 1 owner indicates that a housebuilder is being sought to enter into an Option or Promotion Agreement.		
Wyb033	-	-	-	-	-	-	0	0	0	12	25	25	25	25	25	25	25	25	25	13	0	0	0	0	0	250	0	Site is in 4 ownerships. 1 owner indicates that marketing will follow imminent outline application (this parcel can		

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	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes		
Cen001	-	-	-	-	-	-	0	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	Capacity from planning application. Subject of an undetermined (as at November 2017) full application (B17/0121) by developer for 60 dwellings.	
Fen001	-	-	-	-	-	-	0	0	0	0	12	25	18	0	0	0	0	0	0	0	0	0	0	0	0	0	55	0	Agent indicates that a planning application is intended to be submitted in 2017, & that the site will be marketed once p.p. is granted.	
Fen002	-	-	-	-	-	-	0	0	0	0	0	0	8	8	8	8	3	0	0	0	0	0	0	0	0	0	35	0	Agent indicates that the site is being actively marketed.	
Fis002	-	-	-	-	-	-	0	0	0	0	0	0	3	3	3	3	0	0	0	0	0	0	0	0	0	0	12	0	Agent indicates that marketing will begin shortly.	
Fis003	-	-	-	-	-	-	0	0	0	0	0	0	12	25	25	25	3	0	0	0	0	0	0	0	0	0	90	0	Owner indicates that survey work is underway in preparation for a planning application.	
Fis017a	-	-	-	-	-	-	0	0	0	0	25	25	25	25	25	25	25	25	0	0	0	0	0	0	0	0	200	0	Undetermined (as at April 2018) outline application (B17/0511) for up to 200 dwellings. No recent information on owner's intentions or developer involvement	
Fis038	-	-	-	-	-	-	0	0	0	0	12	25	16	0	0	0	0	0	0	0	0	0	0	0	0	0	53	0	Agent indicates that a planning application is intended to be submitted in 2018 & that several housebuilders have expressed interest in the site.	
Nor006	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	12	25	25	9	0	0	0	0	0	0	0	71	0	Agent indicates that no planning application is expected shortly, & that the site is not currently being actively marketed (though it is for sale).	
Pil002	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	3	3	3	3	1	0	0	0	0	0	13	0	No recent information from landowner.	
Pil006	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	1	0	0	0	0	19	0	No recent information from landowner.	
Wes001	-	-	-	-	-	-	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	11	0	Agent indicates that full applications for 2 plots will be submitted in 2017 for marketing to potential self-builders.	
Wyb013	-	-	-	-	-	-	0	0	0	0	0	0	12	25	25	23	0	0	0	0	0	0	0	0	0	0	85	0	Agent indicates that outline application will shortly be submitted, & marketing will commence by Feb 2018.	
Wyb041	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	8	8	8	8	8	8	1	0	0	0	0	41	0	No recent information from landowner.
Bic004	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	8	8	8	8	3	0	0	0	0	0	27	0	No recent information from landowner.	
Bic015	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	3	3	3	3	1	0	0	0	0	0	10	0	No recent information from landowner.	
Bic017	-	-	-	-	-	-	0	0	0	0	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	18	0	Site is in 2 ownerships, but both parcels can be accessed independently. Owners indicates that marketing to housebuilders is underway or will begin shortly.	
But002	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	8	8	5	0	0	0	0	0	0	0	21	0	No recent information from landowner.	
But004	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	8	8	5	0	0	0	0	0	0	0	21	0	No recent information from landowner.	
But020	-	-	-	-	-	-	0	0	0	11	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	The site is being promoted by Broadgate Homes, who suggest that: it will accommodate 23 dwellings; development will begin in 2020; and development will be completed within 1 year.	
Fis046	-	-	-	-	-	-	0	0	0	0	8	8	8	8	8	5	0	0	0	0	0	0	0	0	0	0	45	0	Agent indicates that a planning application will be submitted in 2017 & that marketing will follow p.p.	
Kir016	-	-	-	-	-	-	0	10	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	The site is being promoted by Kier Property who suggest that: it will accommodate 40 dwellings; development will begin in Q3 of 2018; and the scheme will be built out in a single phase of development.	
Kir034	-	-	-	-	-	-	0	0	0	0	0	0	0	8	8	8	8	8	8	1	0	0	0	0	0	0	41	0	Owner indicates that a contract with a housebuilder is expected to be completed by Oct 2017 which would require the submission of a planning application by Feb 2018. However, development cannot begin until development of land to south has progressed.	
Kir041	-	-	-	-	-	-	0	0	12	25	25	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	0	The site is in 3 ownerships. The owner of 81% of the	

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	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes		
Sut009/028	-	-	-	-	-	-	0	0	0	12	25	25	25	25	25	25	25	25	25	25	25	1	0	0	0	0	263	0	Agent indicates that discussions have taken place with a housebuilder & that matters will be taken further once the allocation is confirmed.	
Swi015	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	12	25	25	25	25	25	4	0	0	0	0	0	116	0	No recent information from landowner.
Swi018	-	-	-	-	-	-	0	0	0	0	0	0	0	3	8	8	8	8	8	0	0	0	0	0	0	0	0	35	0	Owner indicates that marketing will begin in mid to late 2018.
Swi037	-	-	-	-	-	-	0	0	0	12	25	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	0	Site is in 2 ownerships, but they indicate that they are working together. Indicative layouts/designs are being prepared & discussions have taken place with a housebuilder.
Wig014	-	-	-	-	-	-	0	0	0	0	0	0	0	3	3	3	3	3	3	1	0	0	0	0	0	0	0	19	0	Agents indicate that a planning application is likely to be submitted once the allocation is confirmed & that marketing would then follow.
Wra013	-	-	-	-	-	-	0	0	0	0	8	8	8	8	8	8	5	0	0	0	0	0	0	0	0	0	0	45	0	Owner indicates that a planning application will be submitted shortly & marketing will commence once p.p. has been obtained.
TOTAL SUPPLY	91	64	175	109	180	352	371	443	524	678	804	602	584	553	490	496	522	476	403	361	294	207	181	131	131	9,222	239			
TOTAL REQUIREMENT	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	7,744	-			

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

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
Net completions (total number of dwellings built minus the number of dwellings lost to demolition)																													
Completions	167	200	270	302	293	266	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,498	-	
Windfall allowance (number of dwellings expected to be built on sites that are not identified for development in the Local Plan)																													
Windfalls	-	-	-	-	-	-	-	-	-	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	848	0	It is assumed that, over the next three years, all 'windfall' completions will come from the stock of commitments. Thus, a windfall allowance is not applied until 2020/21	
Commitments (sites with full or outline planning permission, and sites where there is a resolution to grant planning permission (as at 31 st March 2017)																													

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	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
H16-0571-09 Holland Park, Spalding	-	-	-	-	-	-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	1,900	336	Outline planning permission (H16-0571-09) granted for the erection of 2,250 dwellings. Reserved matters permission (H16-0464-14) granted for the erection of 312 dwellings in October 2014. Development has begun, and 14 dwellings were built in 2016/17. Development is expected to proceed at an average of 100 dwellings per annum.	
H09-0521-14 Manor Farm, Fen Road, Holbeach	-	-	-	-	-	-	0	0	38	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	838	62	Outline planning permission (H09-0521-14) granted for the erection of 900 dwellings. Reserved matters application (H09-0331-17) for 330 dwellings granted in November 2017. Development is expected to begin in Summer 2019 and to proceed at an average of 50 dwellings per annum.
Other, smaller sites	-	-	-	-	-	-	376	375	375	374	374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,874	0	1,151 are on sites where development has not yet begun.	
Minus lapse rate	-	-	-	-	-	-	-23	-23	-27	-28	-28	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-199	-6	The lapse rate assumes that 10% of all planning permissions where development has not yet begun will not deliver any dwellings	
Total from commitments	-	-	-	-	-	-	453	452	486	496	496	145	145	145	145	145	145	145	145	145	145	145	145	145	145	4,413	392		
Sustainable Urban Extensions allocated in the South East Lincolnshire Local Plan																													
Vernatts SUE (Pin045)	-	-	-	-	-	-	0	0	0	25	50	50	50	50	50	50	50	50	50	50	50	50	50	50	1	0	676	0	The site is being promoted by Ashwood Homes. Funding for infrastructure investment is currently being sought.
Vernatts SUE (Pin024)	-	-	-	-	-	-	0	0	0	0	38	75	75	75	75	75	75	75	75	75	75	75	75	75	75	1,088	2,200	The site is being promoted by Broadgate Homes, who suggest that they will apply for p.p. within 2 years of the Plan's adoption, and that development will begin in 2021/22 & proceed at 75 dwellings p.a. Funding for infrastructure investment is currently being sought.	
Holbeach West SUE (Hob048)	-	-	-	-	-	-	0	0	0	0	25	50	50	50	50	50	50	50	50	50	50	50	50	50	50	725	175	Planning Cttee has resolved to grant outline p.p. for 650 dwellings on part of site, subject to S106A. No known housebuilder involvement. No recent information from landowner on remainder.	
Other Housing Allocations identified in the South East Lincolnshire Local Plan																													
Pin025	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	3	3	3	2	0	0	0	0	0	0	11	0	No recent information from landowner. No known constraints.	
Pin050	-	-	-	-	-	-	0	0	0	12	25	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	Agent indicates that a planning application is intended to be submitted in 2017, and that a conditional contract with a housebuilder is expected to be exchanged by Oct 2017.
Stm004	-	-	-	-	-	-	0	0	0	12	25	25	25	25	25	3	0	0	0	0	0	0	0	0	0	0	140	0	Planning Cttee has resolved to grant outline p.p. subject to S106A. Agent indicates that preliminary discussions with a housebuilder are underway.
Stm010	-	-	-	-	-	-	0	0	0	0	0	0	0	12	25	25	1	0	0	0	0	0	0	0	0	0	63	0	Agent indicates that, once the allocation is confirmed, either the site will be sold to a housebuilder, an outline application will be made, or a promotion/option agreement with a housebuilder will be sought.
Stm028	-	-	-	-	-	-	0	0	4	0	0	0	0	0	0	12	25	25	25	17	0	0	0	0	0	108	0	Owner indicates that 4 dwellings intended to be built before 2019. Remaining site may be marketed to housebuilders post-2023.	
Mon005	-	-	-	-	-	-	0	0	0	0	0	0	0	12	25	25	25	1	0	0	0	0	0	0	0	88	0	Agent indicates that a planning application will not be submitted until the Housing Allocation is confirmed. At that time housebuilders will be approached.	
Mon008	-	-	-	-	-	-	0	0	0	0	0	0	0	25	50	50	50	50	50	50	50	9	0	0	0	434	0	Agent indicates that preliminary layout proposals have been prepared, & that recent discussions have been had with 2 housebuilders. Housebuilders will be approached again once the allocation is confirmed.	
Cro011	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	8	8	8	8	7	0	0	0	0	0	31	0	No recent information from landowner.	
Cro036	-	-	-	-	-	-	0	0	0	0	0	0	0	8	8	8	6	0	0	0	0	0	0	0	0	30	0	Agent indicates that a planning application will be	

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	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
Cro043	-	-	-	-	-	-	0	0	0	0	8	8	8	7	0	0	0	0	0	0	0	0	0	0	0	0	31	0	submitted by February 2018. Marketing to housebuilders will take place once p.p. is secured and development costs are established.
Cro044	-	-	-	-	-	-	0	7	15	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	Planning Cttee has resolved to grant outline p.p. subject to S106A. No known housebuilder involvement.
Cro046	-	-	-	-	-	-	0	0	0	0	8	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	Full p.p. for development of 41 homes granted to housebuilder on 21 st Aug 2017.
Cro050	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	12	25	25	8	0	0	0	0	0	0	0	70	0	No recent information from landowner.
Don001	-	-	-	-	-	-	0	0	12	25	25	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	Undetermined (as at November 2017) full planning application from housebuilder to construct 81 dwellings.
Don006	-	-	-	-	-	-	0	0	0	0	0	12	25	25	25	23	0	0	0	0	0	0	0	0	0	0	110	0	Agent indicates that recent advanced discussions with a housebuilder proved fruitless, & that an alternative housebuilder is being sought.
Don008	-	-	-	-	-	-	0	0	0	0	12	25	25	10	0	0	0	0	0	0	0	0	0	0	0	0	72	0	Planning Cttee has resolved to grant outline p.p. for 73 dwellings subject to S106A. No known housebuilder involvement.
Don018	-	-	-	-	-	-	0	0	0	0	0	12	25	15	0	0	0	0	0	0	0	0	0	0	0	0	52	0	Agent indicates that an outline application will be made shortly, or a promotion/option agreement with a housebuilder will be sought.
Don030	-	-	-	-	-	-	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	12	0	Agent indicates that recent advanced discussions with a housebuilder proved fruitless, & that an alternative housebuilder is being sought.
Hob004	-	-	-	-	-	-	0	8	8	8	8	4	0	0	0	12	25	25	11	0	0	0	0	0	0	0	109	0	Planning Cttee has resolved to grant full p.p. to housebuilder for 36 dwellings on part of site, subject to S106A. No recent information on remainder.
Hob032	-	-	-	-	-	-	0	0	0	0	12	25	25	25	25	25	25	23	0	0	0	0	0	0	0	185	0	Planning Cttee has resolved to grant outline p.p. subject to S106A. No known housebuilder involvement.	
Pin002	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	8	8	8	2	0	0	0	0	0	0	0	26	0	No recent information from landowner.
Pin019	-	-	-	-	-	-	0	0	0	8	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	34	0	Agent indicates that discussions with a housebuilder will be taken to formal offer stage once the allocation is confirmed.	
Pin065	-	-	-	-	-	-	0	0	0	0	0	8	8	8	8	8	8	1	0	0	0	0	0	0	0	49	0	Agent indicates that recent advanced discussions with a housebuilder proved fruitless, & that an alternative housebuilder is being sought.	
Los008	-	-	-	-	-	-	0	0	0	0	0	8	8	8	8	2	0	0	0	0	0	0	0	0	0	0	34	0	Owner indicates that agents have been engaged to market the site & to make a planning application.
Los015	-	-	-	-	-	-	0	0	0	0	0	12	25	25	25	25	25	25	25	3	0	0	0	0	0	215	0	Agent indicates that work is underway towards submission of a planning application, & that marketing will commence once planning permission has been obtained.	
Los026	-	-	-	-	-	-	0	0	0	0	0	0	0	0	8	8	8	8	8	6	0	0	0	0	0	0	46	0	Agent indicates that the land will be marketed once the allocation is confirmed.
Los046	-	-	-	-	-	-	0	0	0	0	3	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	14	0	Planning Cttee has resolved to grant outline p.p. on part of the site subject to S106A. No known developer involvement.
Sub027	-	-	-	-	-	-	0	0	0	0	0	12	25	25	25	25	25	25	23	0	0	0	0	0	0	210	0	Agent indicates that discussions with housebuilders are on-going.	
Cow004	-	-	-	-	-	-	0	16	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	Undetermined (as at November 2017) full planning application from housebuilder to construct 80 dwellings on these two sites.
Cow009	-	-	-	-	-	-	0	10	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	Undetermined (as at November 2017) full planning application from housebuilder to construct 23 dwellings. Housebuilder indicates that development will commence in early 2018.
Fle003	-	-	-	-	-	-	0	8	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	Undetermined (as at November 2017) full planning application from housebuilder to construct 23 dwellings. Housebuilder indicates that development will commence in early 2018.

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	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
Geh003	-	-	-	-	-	-	0	0	0	0	0	0	0	0	12	25	25	5	0	0	0	0	0	0	0	0	67	0	No recent information from landowner.
Geh004	-	-	-	-	-	-	0	0	0	0	0	3	3	3	3	1	0	0	0	0	0	0	0	0	0	0	16	0	Agent indicates that discussions have been held with a housebuilder, but that matters will not be formalised until the allocation is confirmed.
Geh015	-	-	-	-	-	-	0	0	0	0	0	8	8	8	5	0	0	0	0	0	0	0	0	0	0	0	29	0	Agent indicates that discussions have been held with a housebuilder, but that matters will not be formalised until the allocation is confirmed.
Gos001	-	-	-	-	-	-	0	0	0	0	0	12	25	25	14	0	0	0	0	0	0	0	0	0	0	0	76	0	Planning Cttee has resolved to grant outline residential p.p. subject to S106A. No known developer involvement.
Gos003	-	-	-	-	-	-	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	Housebuilder promoting the site suggests that they will apply for p.p. within 6 months of the Plan's adoption, and that development will begin in early 2020 & be complete within 18 months.
Gos006	-	-	-	-	-	-	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	0	10	0	Agent indicates that once the allocation is confirmed, they will begin to market the site to housebuilders.
Gos023	-	-	-	-	-	-	0	0	0	0	0	0	0	0	12	25	25	8	0	0	0	0	0	0	0	0	70	0	Owner indicates that they are waiting for potential buyers and offers.
Mou029	-	-	-	-	-	-	0	0	0	0	8	8	8	8	6	0	0	0	0	0	0	0	0	0	0	0	46	0	Undetermined (as at November 2017) outline planning application for up to 78 dwellings. No known developer involvement.
Mou042	-	-	-	-	-	-	0	0	0	12	25	25	16	0	0	0	0	0	0	0	0	0	0	0	0	0	78	0	Agent indicates that a conditional contract has been entered into with a housebuilder, who is obliged to apply for p.p. by June 2018.
Mou016	-	-	-	-	-	-	0	0	0	0	0	3	3	3	3	2	0	0	0	0	0	0	0	0	0	0	17	0	Agent indicates that an indicative design has been prepared, a planning application will be submitted shortly, & that developers will not commit to the site until its allocation has been confirmed.
Mou023	-	-	-	-	-	-	0	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	10	0	No recent information from landowner.
Mou035	-	-	-	-	-	-	0	0	0	0	0	25	25	2	0	0	0	0	0	0	0	0	0	0	0	0	52	0	Subject of recent pre-application discussions.
Qua002	-	-	-	-	-	-	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	Full p.p. was granted on 4 th August 2017. Agent indicates that the site's sale to a housebuilder is contracted, & that development is likely to be completed within 2 years.	
Qua003	-	-	-	-	-	-	0	0	0	0	12	25	25	21	0	0	0	0	0	0	0	0	0	0	0	0	83	0	Outline p.p. was granted on 17 th May 2017 for the residential development of part of the site. Agent indicates that layout proposals for the whole site are being prepared, the site is being marketed & developer interest is positive.
Qua004	-	-	-	-	-	-	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	Housebuilder promoting the site suggests that they will apply for p.p. within 4 months of the Plan's adoption, and that development will begin in late 2019 & be complete within 12 months.
Sur003 (part not covered by H17-0798-15)	-	-	-	-	-	-	0	0	0	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	Outline p.p. is outstanding for residential development of the site's frontage, and an outline application for the remainder is undetermined (as at November 2017). Agent indicates that, once p.p. is outstanding, marketing will begin.	
Sur006	-	-	-	-	-	-	0	8	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	Full p.p. for the development of 26 dwellings was granted to a housebuilder on 3 rd April 2017.
Sur016	-	-	-	-	-	-	0	0	0	0	0	8	8	8	8	8	4	0	0	0	0	0	0	0	0	44	0	Agent indicates that the site is being marketed to housebuilders, & that discussions with several developers are underway.	
Suj007	-	-	-	-	-	-	0	0	0	0	0	0	0	0	3	3	3	2	0	0	0	0	0	0	0	11	0	No recent information from landowner.	
Suj012	-	-	-	-	-	-	0	0	0	8	8	8	8	8	2	0	0	0	0	0	0	0	0	0	0	42	0	Outline p.p. was granted on 6 th June 2017. Owner indicates that the sale of the land to a housebuilder will be finalised shortly.	
Tyd014	-	-	-	-	-	-	0	0	0	0	0	0	0	0	8	8	8	8	7	0	0	0	0	0	0	31	0	Owner indicates that marketing will begin once the	

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	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
	-	-	-	-	-	-	0	0	0	0	12	25	25	25	25	23	0	0	0	0	0	0	0	0	0	0	135	0	allocation is confirmed.
Wsn003	-	-	-	-	-	-	0	12	25	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Planning Cttee has resolved to grant outline residential p.p. subject to S106A. Owner indicates that the site will be marketed once p.p. is outstanding.
Wsn022	-	-	-	-	-	-	0	12	25	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Full p.p. for 60 dwellings was granted on 21 st August 2017 to a housebuilder.
Wsn029	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	12	25	20	0	0	0	0	0	0	0	0	0	No recent information from landowner.
Wha002	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	8	8	8	8	7	0	0	0	0	0	0	0	No recent information from landowner.
Wha019	-	-	-	-	-	-	0	0	0	8	8	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Outline p.p. was granted in April 2017 for the residential development of part of the site. Owner indicates that discussions with a housebuilder are on-going.	
TOTAL SUPPLY	167	200	270	302	293	266	453	524	605	786	930	816	807	753	704	764	738	667	550	495	385	373	373	324	323	12,868	2,767		
TOTAL REQUIREMENT	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	11,681	-		

14. Appendix 5: Allocations – Infrastructure requirements, constraints and mitigation

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

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

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

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

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

Infrastructure requirements, constraints and mitigation - Housing Allocations in Boston

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary education – the town's primary schools are effectively at capacity, and 3.5 additional Forms of Entry (FE) will be required to accommodate additional needs to 2036. These needs are intended to be met by: the expansion of Boston St Nicholas CE Primary by 0.5 FE; the expansion of Boston West Academy by 1.0 FE; and the provision of a new 2FE primary school within the South West Quadrant Sustainable Urban Extension (Sou006). Secondary and sixth form education – there is no capacity in the town's secondary schools, and 700 school places (including 165 sixth form places) will be required to accommodate additional needs to 2036. These needs will be met by the provision of a new secondary school on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension. Health – there is capacity in the short to medium term at the town's GP surgeries to accommodate additional patients but, in the long term, a new GP surgery may be required to accommodate additional patients. Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). It is likely that archaeological intervention/survey will be required.
Sou006	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.

	<ul style="list-style-type: none"> The site's development will deliver a section of the Boston Distributor Road from London Road to the site and West End Road. The site's development will deliver open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network. Development will deliver the site for a new 2FE primary school. In order to retain the rural character of the neighbouring Scheduled Ancient Monument, the existing belt of trees between the site and the Monument must be reinforced. White bargeboards and buildings of 3 storeys or over will not be acceptable in those parts of the site close to the Monument. Potential impacts on TPO trees will need to be avoided by careful layout & design. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Wes002	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. The site's development will deliver a section of the Boston Distributor Road extending to the North Forty Foot Drain. The site's development will deliver open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Fen006	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. The site's development will require improvements to be made to existing local highway infrastructure - widening, and footway & drainage provision. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m.

	Development will be required to include appropriate mitigation.
Fis001	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. It is likely that part of the site has been contaminated by previous use, and that remediation works will be required. Existing footpath routes across the site will need to be retained within any new residential layout. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Fis017a	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. Vehicular access can be achieved via a simple priority junction (with suitable sized radii) off the A52. However, there is no footway on the south side of Wainfleet Road and it would not be acceptable for a development of this size to not have a continuous link formed from the end of the existing footway. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Fis033	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. No development will be permitted within 9m of the Internal Drainage Board (IDB) watercourses located on the site's southern and northern boundaries and which bisect the site without the prior consent of the IDB. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Wyb033	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. Upgrades to the treatment capacity of the Frampton Water Recycling Centre and enhancements to the capacity of the foul sewerage network will be required.

	<ul style="list-style-type: none"> An existing footpath route across the site will need to be retained within any new residential layout. Improvement works to Tytton Lane East are likely to be required - widening and overlaying of the carriageway, the provision of footways, kerbs, drainage and street lighting. 2 points of vehicular access are likely to be required. Potential impacts from the proximity of the A16 will need to be mitigated. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Cen001	<ul style="list-style-type: none"> The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. Development proposals will need to be informed by a Heritage Impact Assessment, to address impacts on the historic townscape (given that the site is within the Boston Conservation Area and that there are neighbouring listed buildings). The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.
Fen001	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. The creation of a vehicular access may require the relocation of telecommunication infrastructure. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Fen002	<ul style="list-style-type: none"> The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. The creation of a vehicular access may require the relocation of a street light. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Fis002	<ul style="list-style-type: none"> The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. The frontage hedge will have to be removed in order to allow the

	<p>formation of appropriate visibility splays.</p> <ul style="list-style-type: none"> The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.
Fis003	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. No development will be permitted within 9m of the Internal Drainage Board (IDB) watercourse located on the site's eastern boundary without the prior consent of the IDB. More than one point of vehicular access should be provided, and a frontage footway & highway drainage will be required. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Fis038	<ul style="list-style-type: none"> The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. Mitigation for the loss of foraging grounds for Pink Footed Geese may be required. The footway on the west side of Church Green Road will need to be extended across the frontage of some existing dwellings to provide a continuous route for pedestrians. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.
Nor006	<ul style="list-style-type: none"> The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. Potential impacts on the Local Wildlife Site to the site's south will need to be explored and mitigated, if necessary. In order to mitigate potential impacts on the Historic Park or Garden to the south, the site should be surrounded by a traditional evergreen hedge such as green privet or hornbeam. Development at the southern end of the site should be largely single storey to relate to the existing properties on Red Cap Lane. Although the vehicular access is adequate in width and visibility is acceptable in both directions, embankment works & relationship to an existing tree/street light would require care. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m.

	Development will be required to include appropriate mitigation.
Pil002	<ul style="list-style-type: none"> The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. It is possible that the site has been contaminated by previous use, and that remediation works will be required. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.
Pil006	<ul style="list-style-type: none"> The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. Development proposals will need to be informed by a Heritage Impact Assessment, to address impacts on the historic townscape (given that the site is adjacent to the Boston Conservation Area and that there are neighbouring listed buildings). The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.
Wes001	<ul style="list-style-type: none"> The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Wyb013	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. Upgrades to the treatment capacity of the Frampton Water Recycling Centre and enhancements to the capacity of the foul sewerage network will be required. Vehicular access could be achieved via the existing main access off Wortleys Lane (with some carriageway widening & highway improvements). The existing access off the A52 is potentially acceptable but it would be safer if access were taken from Wortleys Lane. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.
Wyb041	<ul style="list-style-type: none"> Water resources are adequate to serve this site, but an upgrade to the water supply network may be required. Upgrades to the treatment capacity of the Frampton Water Recycling Centre and enhancements to the capacity of the foul sewerage network will be required.

	<ul style="list-style-type: none"> It is possible that the site has been contaminated by previous use, and that remediation works will be required. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.
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Infrastructure requirements, constraints and mitigation - Housing Allocations in Spalding

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary education - there is no capacity currently available in Spalding. A new 3FE primary school is required from development at Holland Park in Spalding, on 2.7ha of land, to be built in phases: initially 2FE followed by 1FE extension; Secondary education - capacity is currently available at Spalding secondary schools which are 'closest to development'. There is a likelihood that capacity will fill as children cannot attend schools at Holbeach/Bourne/Deepings. A new secondary school will be required in the second five-year period of the plan; and land for this (to the west of Monk's House Lane) has been allocated in the Local Plan. Sixth form education - the closest sixth form is in Spalding; sixth-form capacity echoes capacity in the secondary schools of which they are part (some capacity available). Health - the CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients. However, county-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Water supply – Anglian Water has commented that there is adequate water capacity to meet the proposed development. Waste water – the Environment Agency has commented that Spalding water recycling centre has capacity for 25,000 dwellings. Anglian Water has commented that the water recycling centre has sufficient capacity. Water supply/sewerage networks - Anglian Water has commented that a number of the proposed housing allocations in this area are expected to require improvements to the existing water supply and/or foul sewerage network to enable development to come forward on these sites. Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).
Pin045 Vernatts Sustainable Urban	<ul style="list-style-type: none"> The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some' and flood depth in 2115 as up to 1m. Development will be required to

Extension (SUE): Phases 1 and 2 (part)	<p>include appropriate mitigation.</p> <ul style="list-style-type: none"> • Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • The site's development will deliver a major part of the Northern section of the Spalding Western Relief Road (SWRR) extending approximately to Two Plank Bridge. • The site's development (forming Phase 1 and part of Phase 2 of the Vernatts SUE) will deliver open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network. • Gas mains cross the site • Water mains and sewers cross the site • The SHDC contaminated land register refers to the railway line and to filled land near this site. • A heritage impact assessment will inform the master planning of the site. The heritage impact assessment will identify heritage assets including non-designated archaeology, assess their significance, and assess the impact of the development on their significance. Appropriate measures for mitigation and enhancement will be identified and set out in the assessment; and its results should inform the approaches to the layout and design of development across the site. Planning applications for the site should accord with the heritage impact assessment.
Pin024 Vernatts SUE: Phases 2 (part) and 3	<ul style="list-style-type: none"> • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for some', 'low hazard and 'no hazard' and flood depth in 2115 as up to 0.5m. Development will be required to include appropriate mitigation. • Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • The site's development (forming Phase 3 and part of Phase 2 of the Vernatts SUE) will deliver the remaining part of the Northern section of the SWRR and a significant part of its Central section up to, but excluding, a bridge crossing of the Vernatt's Drain. • The site's development (forming Phase 3 and part of Phase 2 of the

	<p>Vernatts SUE) will deliver open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network.</p> <ul style="list-style-type: none"> • The site's development (forming Phase 3 of the Vernatts SUE) will deliver: a local centre; a nursery and primary school; healthcare facilities; and sports and recreational facilities. • Water mains cross the site • The site wraps around a pottery which is identified on the SHDC contaminated land register. • A heritage impact assessment will inform the master planning of the site. The heritage impact assessment will identify heritage assets including non-designated archaeology, assess their significance, and assess the impact of the development on their significance. Appropriate measures for mitigation and enhancement will be identified and set out in the assessment; and its results should inform the approaches to the layout and design of development across the site. Planning applications for the site should accord with the heritage impact assessment.
Pin025	<ul style="list-style-type: none"> • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for some' and 'low hazard' and flood depth in 2115 as up to 0.5m. Development will be required to include appropriate mitigation. • Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.
Pin050	<ul style="list-style-type: none"> • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 90% of it being a roughly equal combination of 'no hazard', 'low hazard' and 'danger for some' with flood depth in 2115 as up to 0.5m. Development will be required to include appropriate mitigation. • Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with

	the provisions of policy 30: Delivering the Spalding Transport Strategy.
Stm004	<ul style="list-style-type: none"> The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 90% 'danger for most' and flood depth in 2115 as up to 1m. Development will be required to include appropriate mitigation. Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. Vehicular access to the site from Cradge Bank Road will not be acceptable. The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.
Stm010	<ul style="list-style-type: none"> The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 77% 'danger for most' and flood depth up to 2m. Development will be required to include appropriate mitigation. Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. The absence of a footway on the site's Spalding Common frontage needs to be addressed. There is potential for the site to form an extension to the Holland Park SUE. The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.
Stm028	<ul style="list-style-type: none"> The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 73% 'danger for most' and flood depth in 2115 as up to 2m. Development will be required to include appropriate mitigation. Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. The absence of a footway on the site's Spalding Common frontage needs to be addressed. There is potential for the site to form an extension to the Holland Park

	<p>SUE.</p> <ul style="list-style-type: none"> • The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.
Mon005	<ul style="list-style-type: none"> • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as zero. Development will be required to include appropriate mitigation. • Waste water has sufficient capacity for this site • The foul sewerage network requires upgrading for this site • Sewers and water mains cross the site • Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • The site lies within a significant Iron Age Romano British landscape and further information may be required. • The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.
Mon008	<ul style="list-style-type: none"> • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as zero. Development will be required to include appropriate mitigation. • Waste water has sufficient capacity for this site • The foul sewerage network requires upgrading for this site • Sewers and water mains cross the site • Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required. • The site lies within a significant Iron Age Romano British landscape and further information may be required. • The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Crowland

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> • Primary education - there is limited capacity at the primary school in Crowland. Three additional classrooms could accommodate the additional need generated by the housing allocations (excluding sites with planning permission) and the school has sufficient land to expand. • Secondary and sixth form education - there is a lack of capacity at secondary level and at sixth form level at The Deepings (the nearest secondary school and sixth form); additional land would be required to accommodate demand from new development. • Health - currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. • Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). • Sewage treatment - the Crowland Water Recycling Centre has capacity to serve all sites however, in terms of the foul sewerage network, infrastructure and/or treatment upgrades will be required to serve the proposed growth (or a diversion of assets may be required). • Water resources - are adequate to serve the proposed growth, however infrastructure of treatment upgrades will be required to serve the proposed growth (or a diversion of assets may be required) in Crowland.
Cro011	<ul style="list-style-type: none"> • The site's development will require the footway to be extended to the site. • There appears to be a filled dyke on part of the site. This should be taken into consideration as part of the design and layout. • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as mostly 'danger for most' and flood depth in 2115 as 0.5m-1.0m. Development will be required to include appropriate mitigation.
Cro036	<ul style="list-style-type: none"> • Access to the land would require significant widening and upgrading of Low Road, the provision of a footway and formal drainage. • A water pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing water main within the design then diversion may be possible under section 185 of the Water Industry Act 1991. • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as mostly 'danger for most' with some 'danger for all' and flood depth in 2115 is mainly 0.5m-1.0m. Development will be required to include appropriate mitigation.

Cro043	<ul style="list-style-type: none"> The site is within Flood Zone 2, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 ranges from 0m to 0.25-0.5m. Development will be required to include appropriate mitigation.
Cro044	<ul style="list-style-type: none"> Part of the site is on a list of potentially contaminated sites requiring further investigation. The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development. The site is within Flood Zone 2, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 ranging from 0 - 0.25m to 0.5-1.0m. Development will be required to include appropriate mitigation.
Cro046	<ul style="list-style-type: none"> Reform Street is a one-way street and it appears that existing residents habitually park on the east side of this road. Sufficient off-street parking for residents and visitors would therefore be required on this site. A sewer pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then diversion may be possible under section 185 of the Water Industry Act 1991 or entering into a build over/near agreement may be considered. The site is within Flood Zone 1, and the SFRA identifies flood hazard in 2115 as mostly 'danger for most' and flood depth in 2115 ranging from 0 - 0.25m to 0.5-1.0m. Development will be required to include appropriate mitigation.
Cro050	<ul style="list-style-type: none"> The site should preferably be accessed from both Normanton Road and Jubilee Way. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as mostly 'danger for most' and flood depth in 2115 of mainly 0.5m-1.0m although there is a small area of 1.0m -2.0m.. Development will be required to include appropriate mitigation.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Donington

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary education - there is no capacity at the primary school in Donington. Five additional classrooms could accommodate the additional need generated by the housing allocations (excluding sites with planning permission) but the school has sufficient land to extend. Secondary education - there is a lack of capacity at secondary level at Donington; additional land would be required to accommodate demand from new development. Sixth form education - the nearest Sixth form (within a school) is in

	<p>Spalding, which has some capacity available to meet the need identified.</p> <ul style="list-style-type: none"> • Health - currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. • Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). • Sewerage treatment - the Environment Agency has advised that Anglian Water be consulted relating to the phasing of development to ensure that adequate capacity is available to deal with foul water drainage before new dwellings are occupied. The foul sewerage network would require upgrading for all sites. • Water resources – water resources are adequate to serve the proposed growth, however the supply network would require upgrading for all sites. • The County Archaeologist has advised that there are no major archaeological issues for housing allocations in Donington, but further information may be required depending on the development.
Don001	<ul style="list-style-type: none"> • Frontage footpaths, kerbs and drainage are required and a watercourse may need to be culverted or piped. • Although some of the site is within Flood Zones 2 and 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.
Don006	<ul style="list-style-type: none"> • Upgrades to the Water Recycling Centre will be required to accommodate this site; infrastructure and/or treatment upgrades will be required to serve the proposed growth (or a diversion of assets may be required). • A frontage footway, kerbs and drainage would be required and need to extend northwards if Don001 does not come forward first. • The site is on a list of potentially contaminated sites requiring further investigation. • Although most of the site is within Flood Zones 2 and 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.
Don008	<ul style="list-style-type: none"> • The site is adjacent to a haulage distribution site which will impact on the residential amenities of this site. Impacts can be reduced through careful site layout, house design, bunding/screening and acoustic vents to bedrooms facing the site. • A sewer pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then

	<p>diversion may be possible under section 185 of the Water Industry Act 1991 or entering into a build over/near agreement may be considered.</p> <ul style="list-style-type: none"> Although the site is within Flood Zone 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.
Don018	<ul style="list-style-type: none"> Vehicular access from Wykes Lane (an unclassified road) to the east would not be acceptable. Although part of the site is within Flood Zone 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.
Don030	<ul style="list-style-type: none"> The carriageway is suitable but where would need to be a footway to the existing network. The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development. The site is on a list of potentially contaminated sites requiring further investigation. Although some of the site is within Flood Zones 2 and 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.
Reserve Site Don035	<ul style="list-style-type: none"> It might be possible to serve the site with a single access onto the A152, however two access points that are connected internally is preferable. A frontage footway will need to be provided westwards along the A152 to the end of the existing village footway network, as well as any associated drainage and street lighting. A vehicular access onto Town Dam Lane would not be appropriate however a footway connection in the south-western corner of the site would be beneficial to provide permeability. The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development. The site is on a list of potentially contaminated sites requiring further investigation. Although some of the site is within Flood Zones 2 and 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Holbeach

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary education - new one form entry primary school and extensions

	<p>of two existing primary schools are planned over the life of the proposed developments (which may go beyond this plan period).</p> <ul style="list-style-type: none"> • Secondary education and sixth form - There is a lack of capacity at secondary level and sixth form level at University Academy Holbeach. • Health – there are some issues around the capacity of GP surgeries in Holbeach and County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. • Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). • Sewerage treatment – the Water Recycling Centre has capacity to serve all of the sites, however the foul sewerage network will require upgrading to accommodate the sites. • Water resources – water resources are adequate to serve the proposed growth, however the water supply network will require upgrading to accommodate the sites. • The County Archaeologist has advised that there are no major archaeological issues for housing allocations in Holbeach, but further information may be required depending on the development.
Hob004	<ul style="list-style-type: none"> • The site is adjacent to the A17 and the road's proximity may impact upon on the amenities that would be enjoyed by new dwellings at the northern end of the site. A noise assessment may be required to identify noise levels. If necessary, the amenities of future residents should be appropriately protected through, for example: site layout; house design; bunding/screening; and/or acoustic vents to bedrooms facing the road. • Part of the site is the subject of a Planning Committee resolution to grant full planning permission for 36 dwellings (s106 required). However, it does not appear that this site provides the means by which to extend the carriageway into the remainder of Hob004. The footway on the north side of Foxes Low Road does not currently extend to the site and there is not sufficient verge alongside the road within which a footway could be constructed. The Highway Authority advises that they could not be supportive of any application that did not make adequate provision for safe non-motorised access. It may be possible to access the eastern part of Hob004 via Hob032, however it is currently unknown whether the reserved matters application for Hob032 will seek to address this issue. • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for some', 'danger for most', 'no hazard' and 'low hazard' and flood depth in 2115 as 'no hazard' up to 1.0m. Development will be required to include appropriate mitigation.
Hob032	<ul style="list-style-type: none"> • Access to the site from Kings Road is prohibited by a planning condition. • A sewer and water pipe cross the site and must remain accessible.

	<p>The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then diversion may be possible under section 185 of the Water Industry Act 1991 or entering into a build over/near agreement may be considered.</p> <ul style="list-style-type: none"> • The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development. • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some' and flood depth in 2115 as up to 1.0m. Development will be required to include appropriate mitigation.
Holbeach West SUE (Hob048)	<ul style="list-style-type: none"> • the site is adjacent to the A17 and the A151, the proximity which may impact upon on the amenities that would be enjoyed by new dwellings at the northern and western extents of the site. A noise assessment may be required to identify noise levels. If necessary, the amenities of future residents should be appropriately protected through, for example: site layout; house design; bunding/screening; and/or acoustic vents to bedrooms facing the road. • A roundabout onto the A151 at the west of the site has already been constructed which can form a principal junction into the site. A further junction onto the A151 and Spalding Road may be constructed and small extensions of estate roads to the west of Holbeach as cul-de-sacs may be acceptable. There would be no connection from the A151 and the residential roads to the west of Holbeach. • The site has considerable heritage significance as it comprises the immediate and wider setting of a Grade II listed building (The Old Cottage). A wide buffer would preserve some of the setting from the impact of urbanisation. • A sewer pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then diversion may be possible under section 185 of the Water Industry Act 1991. • The site lies within the encroachment zone for Holbeach Water Recycling Centre. A detailed odour assessment would be required to demonstrate that a suitable distance is provided from Holbeach Water Recycling Centre and sensitive residential development as part of the detailed masterplanning of the site. • There is the potential for contaminated land at the site; however there are no outstanding land contamination concerns subject to site characterisation and the submission of a remediation scheme. • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some' and flood depth in 2115 as up to 1.0m. Development will be required to include appropriate mitigation.

Reserve Site Hob011	<ul style="list-style-type: none"> • The site is on a list of potentially contaminated sites requiring further investigation. • The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development. • The access to the site needs to be located where the existing agricultural buildings are currently situated provided that adequate visibility can be achieved. Access in front of Maple Grove would not be acceptable. There is no footway on the southern side of Hall Gate. • A water main pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then diversion may be possible under section 185 of the Water Industry Act 1991. • Although the site is within Flood Zone 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.
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Infrastructure requirements, constraints and mitigation - Housing Allocations in Kirton

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> • Primary and secondary education – the village's primary and secondary schools have sufficient capacity to accommodate additional needs to 2036. • Sixth form education – there is no capacity in the closest sixth forms (Boston). Needs to 2036 will be met by the provision of a new secondary school (including 165 sixth form places) on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension. • Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. • Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). • It is likely that archaeological intervention/survey will be required. • Water resources are adequate to serve the sites, but an upgrade to the water supply network may be required. • Upgrades to the treatment capacity of the Frampton Water Recycling Centre and enhancements to the capacity of the foul sewerage network will be required.
Kir016	<ul style="list-style-type: none"> • An existing footpath route across the site will need to be retained within

	<p>any new residential layout.</p> <ul style="list-style-type: none"> The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for some' and flood depth in 2115 as '0.25m to 0.5m. Development will be required to include appropriate mitigation.
Kir034	<ul style="list-style-type: none"> An existing footpath route across the site will need to be retained within any new residential layout. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'low' and flood depth in 2115 as '0m to 0.25m. Development will be required to include appropriate mitigation.
Kir041	<ul style="list-style-type: none"> Development proposals will need to be informed by a Heritage Impact Assessment, to address impacts on the historic townscape & in particular how it would preserve & enhance the CA. Vehicular access from Woodside Road would not be acceptable, but pedestrian/cycle access would be desirable. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for some' and flood depth in 2115 as '0.25m to 0.5m. Development will be required to include appropriate mitigation.
Reserve site Kir036	<ul style="list-style-type: none"> Potential impacts from the proximity of the A16 will need to be mitigated. The carriageway of Horseshoe Lane is suitable to serve residential development on this site, and there is an existing frontage footway & street lighting. Direct access onto the A16 would not be acceptable. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.

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

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary education - there is no capacity at the primary school in Long Sutton at the present time, and there is limited capacity to expand. An additional three classrooms would be required; additional playing field land would be required to enable the primary school to expand. Secondary education - there is limited secondary capacity in Long Sutton from 2016-2018, additional capacity would be required but The Peele School has sufficient land to expand. Sixth form education - there is a lack of capacity at sixth form level at University Academy Holbeach. Health - currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase.

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

	appropriate mitigation.
Los046	<ul style="list-style-type: none"> The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as 0.5m to 1.0m. Development will be required to include appropriate mitigation.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Pinchbeck

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary education - additional capacity is filtering through the primary school to 2018, but there is limited capacity available going forward. Secondary education - there is currently capacity at Spalding secondary schools, but a new secondary school will be required in the second phase of the plan. Sixth form education - there is currently capacity at Spalding secondary schools, but a new secondary school will be required in the second phase of the plan. Health - currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). Sewage treatment – the Spalding Water Recycling Centre and foul sewerage network has capacity to serve all the sites. Water resources – water resources are adequate to serve the proposed growth. However, the supply network would require upgrading to accommodate all the sites.
Pin002	<ul style="list-style-type: none"> The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development. The principle of re-developing this existing nursery site for residential use is acceptable in highway terms, however there would need to be provision made for pedestrian access. There is filled land to the boundaries. This should be taken into consideration as part of the design and layout. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for some' and 'low hazard' and flood depth in 2115 between 0m and 0.5m. Development will be required to include appropriate mitigation.
Pin019	<ul style="list-style-type: none"> The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development.

	<ul style="list-style-type: none"> • A frontage footway linking to Oldham Drive would be required. • The site is within Flood Zone 3a, and the SFRA identifies flood hazard and depth in 2115 as predominantly 'no hazard'. However, a small part of the site (approx. 10%) has a predicted depth of 0m-0.25m. It is therefore unlikely that significant flood mitigation will be required.
Pin065	<ul style="list-style-type: none"> • Access off Herdgate Lane would not be acceptable. • A footway link to the existing network will need to be considered. • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'low hazard' and 'no hazard' and flood depth in 2115 ranging between 'no depth' and 0m-0.25m. It is therefore unlikely that significant flood mitigation will be required.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Sutterton

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

Sut09/028	<ul style="list-style-type: none"> Although the site does not abut heritage assets, the settings of the listed church & 2 other listed buildings on Station Road include the site and a large road junction on Station Road should be avoided. In order to preserve views of the church spire, any scheme will need to be well landscaped, low density and no higher than two storey with attics. Potential impacts from neighbouring commercial uses will need to be mitigated. An existing footpath route across the site will need to be retained within any new residential layout. There are 3 potential access points: from Station Rd; from Spalding Rd towards the site's western end (if the footway is extended to the new junction); and from Spalding Rd towards the site's eastern end. Pedestrian and cycle access onto Love Lane would be desirable & the internal road layout should be designed to discourage 'rat-running'. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for some' and flood depth in 2115 as '0m to 0.25m. Development will be required to include appropriate mitigation.
Reserve Site Sut034	<ul style="list-style-type: none"> Wigtoft Rd is suitable to serve residential development on this site, the frontage is large enough to accommodate the required junction & visibility splays, & there is an existing frontage footway & the road has street lighting. The junction should be located towards the eastern end of the frontage. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'low hazard' and flood depth in 2115 as '0m to 0.25m. Development will be required to include appropriate mitigation.

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

Site Reference	Infrastructure requirements, constraints and mitigation
Sub027	<ul style="list-style-type: none"> Primary education – there is sufficient capacity at the primary school in Sutton Bridge for the level of development proposed. Secondary education - there is limited secondary capacity from 2016-2018, additional capacity would be required but The Peele School has sufficient land to expand. Sixth form education - there is a lack of capacity at sixth form level at University Academy Holbeach. Health - currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). Sewage treatment – Sutton Bridge Water Recycling Centre has

	<p>capacity to serve the site, however the foul sewerage network will require upgrading.</p> <ul style="list-style-type: none"> • Water resources – water resources are adequate to serve the proposed growth, however the supply network would require upgrading for the site. • The site is adjacent to the A17 and the road's proximity may impact upon on the amenities that would be enjoyed by new dwellings at the southern end of the site. A noise assessment may be required to identify noise levels. If necessary, the amenities of future residents should be appropriately protected through, for example: site layout; house design; bunding/screening; and/or acoustic vents to bedrooms facing the road. • The site is on a list of potentially contaminated sites requiring further investigation. • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as mostly 'danger for most' with some 'danger for all' and flood depth in 2115 as mostly 0.5m-1.0m with some 1.0m-2.0m. Development will be required to include appropriate mitigation.
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Infrastructure requirements, constraints and mitigation - Housing Allocations in Swineshead

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> • Primary education – the village's primary school is at capacity, and 4 additional classrooms to extend the school by 0.5 Forms of Entry (FE) to 2FE will be required to accommodate additional needs to 2036. A shortage of land on the existing site will require the provision of additional playing field land. • Secondary education – no capacity is available at the closest secondary school (Donington). An additional 200 places will be required to meet current demand and that from proposed developments. A substantial land shortage will require the provision of additional land for education. • Sixth form education – there is no capacity in the closest sixth forms (Boston). Needs to 2036 will be met by the provision of a new secondary school (including 165 sixth form places) on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension. • Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. • Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).

	<ul style="list-style-type: none"> It is likely that archaeological intervention/survey will be required. Water resources are adequate to serve the sites, but upgrades to the water supply network may be required. The Swineshead Water Recycling Centre has capacity to accommodate sewage flows from the sites, but enhancements to the capacity of the foul sewerage network will be required.
Swi015	<ul style="list-style-type: none"> Potential impacts from neighbouring commercial uses will need to be mitigated. The existing footway on Station Road will need to be extended across the site frontage. Vehicular access onto Villa Lane will not be acceptable.
Swi018	<ul style="list-style-type: none"> No known site-specific constraints.
Swi037	<ul style="list-style-type: none"> No known site-specific constraints.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Bicker

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary education – there is effectively no capacity at the closest primary school (Donington), and 5 additional classrooms to extend the school by just over 0.5 Forms of Entry (FE) to 2 FE will be required to accommodate additional needs to 2036. The school has sufficient land to accommodate this extension. Secondary education - no capacity is available at the closest secondary school (Donington). An additional 200 places will be required to meet current demand and that from proposed developments. A substantial land shortage will require the provision of additional land for education. Sixth form education – there is no capacity in the closest sixth forms (Boston). Needs to 2036 will be met by the provision of a new secondary school (including 165 sixth form places) on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension. Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). It is likely that archaeological intervention/survey will be required.
Bic004	<ul style="list-style-type: none"> Potential impacts from the A52 road will need to be mitigated. A frontage footway and associated drainage will be required along

	<p>Donington Road.</p> <ul style="list-style-type: none"> Vehicular access from the A52 will not be acceptable.
Bic015	<ul style="list-style-type: none"> Upgrades to the water supply network may be required. Realignment of the nearside edge of Drury Lane's carriageway to the south of the site's access point will be required.
Bic017	<ul style="list-style-type: none"> Enhancements to the capacity of the foul sewerage network will be required. Vehicular access from St Swithins Close would be acceptable. A frontage footway will be required to be provided.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Butterwick

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary education – the Butterwick Pinchbeck Primary School has sufficient capacity to accommodate additional needs to 2036. Secondary and sixth form education – the closest secondary schools are in Boston where there is no capacity, and 700 school places (including 165 sixth form places) will be required to accommodate additional needs to 2036. These needs will be met by the provision of a new secondary school on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension. Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). It is likely that archaeological intervention/survey will be required. Water resources are adequate to serve the sites, but upgrades to the water supply network may be required. The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows from the sites, but enhancements to the capacity of the foul sewerage network will be required.
But002	<ul style="list-style-type: none"> Sea Lane is the better road to accommodate the vehicular access, and a new frontage footway will be required. If access is provided from Watery Lane, a new frontage footway will be required, as well as a formal highway drainage system (road gullies and a piped sewer to a suitable outfall). The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m.

	Development will be required to include appropriate mitigation.
But004	<ul style="list-style-type: none"> Development will need to build in protection in its design and layout to mitigate against possible disturbance from the commercial use on the opposite side of Benington Road. No development will be permitted within 9m of the Internal Drainage Board (IDB) watercourse located on the site's western boundary without the prior consent of the IDB. A footway, formal drainage system and street lighting will need to be provided into the village. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.
But020	<ul style="list-style-type: none"> The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Cowbit

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

	mitigation.
Cow009	<ul style="list-style-type: none"> The site is within Flood Zone 2 and 3a and the SFRA identifies flood hazard in 2115 as 'low hazard' to 'danger for most' and flood depths in 2115 as 0 – 1m. Development will be required to include appropriate mitigation.

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

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary education – there is some primary school capacity currently available. One additional classroom may be required to extend the school to 0.5FE in second phase of plan and the primary school has enough land for this. Secondary and sixth form education – the closest secondary school is The Deepings which is at capacity - 75 additional places required for new development. The closest sixth form is The Deepings - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available) Health – the CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). Water resources - the proposed housing allocations in this area are expected to require improvements to the existing water supply networks to enable development to come forward on these sites. Sewage Treatment - the proposed housing allocations and any speculative planning applications in this area will require improvements to the existing foul sewerage networks and the Water Recycling Centre to enable development to come forward.
Reserve Site Dsn018	<ul style="list-style-type: none"> There are issues with capacity in the Water Recycling Centre which require resolving before planning permission for the site is granted. The site is near to two Water Recycling Centres, one owned by Anglian Water and one owned by South Holland DC. Para 7.3.1 includes the words 'existing land uses' and so the design of development on this site must take the impact that these 2 facilities may have on the site into account. There is a fairly substantial watercourse between the 'New Road' site and New Road that would require the construction of a bridge or culvert to provide the necessary access but New Road itself is suitable to provide vehicular access. The position of the site, on the outside of a bend, would mean that a junction here would have adequate junction

	<p>visibility in both directions. A section of footway would be required to provide a pedestrian link between the subject site and the existing village footway network.</p> <ul style="list-style-type: none"> • The proposal is of such a size that Sustainable Drainage (SuDS) principles should be applied to the management of surface water runoff. • The site is within Flood Zone 2 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
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Infrastructure requirements, constraints and mitigation - Housing Allocations in Fishtoft

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> • Primary education – the Fishtoft School has sufficient capacity to accommodate additional needs to 2036. • Secondary and sixth form education – the closest secondary schools are in Boston where there is no capacity, and 700 school places (including 165 sixth form places) will be required to accommodate additional needs to 2036. These needs will be met by the provision of a new secondary school on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension. • Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. • Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). • It is likely that archaeological intervention/survey will be required. • Water resources are adequate, but upgrades to the water supply network may be required. • The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows, but enhancements to the capacity of the foul sewerage network will be required.
Fis046	<ul style="list-style-type: none"> • Given that the site abuts a listed building, sensitive design and layout will be required, and a green landscaped space will need to be set aside adjacent to the listed building's garden. • Care in layout and design will be required to ensure that the value of the adjacent scout/kindergarten open space is not undermined. • The footway on the eastern side of Gaysfield Road will need to be extended up to the site entrance. • Although the site is within Flood Zone 3a, the SFRA identifies flood hazard in 2115 predominantly as 'no hazard' and flood depth in 2115

	<p>predominantly as 'no depth'. It is therefore unlikely that flood mitigation will be required.</p>
Reserve Site Fis041	<ul style="list-style-type: none"> In order to avoid harm to the setting of the listed church: any scheme must be low density with traditional roof pitches & walling materials; no houses should be larger than two storey; the layout adopted should allow a public view of the church tower to be captured from within the site; and the layout should include a group of native trees within the public realm. A footway will need to be provided along the east side of the Church Green Road to provide a safe pedestrian link to the centre of the village. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.

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

Site Reference	Infrastructure requirements, constraints and mitigation
Fle003	<ul style="list-style-type: none"> Primary Education - Fleet Hargate has sufficient primary school capacity available for development proposed. Secondary and sixth form education – the closest secondary is University Academy Holbeach which currently has no available capacity. An additional 300 spaces is required for developments proposed. The closest sixth form is University Academy Holbeach - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available). Health – the CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). Water Resources - the proposed housing allocation is expected to require improvements to the existing water supply networks to enable development to come forward on this site. Sewage Treatment - the proposed housing allocation in this area is expected to require improvements to the foul sewerage networks to enable development to come forward on this site. The location of a listed milestone needs to be taken into account when designing and positioning the access road. The site is within Flood Zone 3a and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that

	significant flood mitigation will be required.
Infrastructure requirements, constraints and mitigation - Housing Allocations in Gedney Hill	
Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> • Primary Education - Gedney Hill has sufficient primary school capacity available for the developments proposed. • Secondary and sixth form education – The closest secondary is University Academy Holbeach which currently has no available capacity. An additional 300 spaces is required for developments proposed. The closest sixth form is University Academy Holbeach - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available). • Health – The CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. • Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). • Water Resources - all of the proposed housing allocations in this area are expected to require improvements to the existing water supply network to enable development to come forward on these sites. • Sewage Treatment - all of the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage network to enable development to come forward on these sites. Discussions must be held with Anglian Water and the Environment Agency with respect to the provision of a Water Recycling Centre for the village. The Environment Agency is concerned about the number of private package treatment plants in Gedney Hill and the quality of their liquid outflow. Two potential solutions appear to exist, which would address the environmental concerns raised by the Environment Agency. These are: <ul style="list-style-type: none"> ○ for the site promoter/developers(s) to make an application to requisition a new sewer from Anglian Water under Section 98 of the Act (the requisitioner contributing to the cost of those requisitioned sewers); ○ for the site promoter/developers(s) to construct a package treatment plant to be put forward for adoption by Anglian Water, which meets Anglian Water's reasonable standards for such facilities, and the appropriate land and access is transferred to Anglian Water free of charge and free from encumbrances. ○ This issue must be resolved before planning permission is granted.
Geh003	<ul style="list-style-type: none"> • The County Archaeologist has advised the site is in a significant Iron

	<p>Age Romano British landscape and further information may be required dependant on the development.</p> <ul style="list-style-type: none"> • There is a tree Preservation Order on trees to the Hill Gate boundary. • The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
Geh004	<ul style="list-style-type: none"> • The Mill is Grade II listed and so the design of the scheme needs to consider this in the historic environment assessment required by the Historic Environment Policy. • The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
Geh015	<ul style="list-style-type: none"> • The County Archaeologist has advised on the adjacent site Geh003 that it is in a significant Iron Age Romano British landscape and further information may be required dependant on the development. • The site should be developed with Geh003 in order to assist in providing a Water Recycling Centre and to achieve a coordinated development that minimises visual impact. • The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Gosberton

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

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

	<ul style="list-style-type: none"> The site is nearly all in Flood Zone 3 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
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Infrastructure requirements, constraints and mitigation - Housing Allocations in Moulton

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

	<p>in the historic environment assessment required by Section 6 of the Historic Environment Policy.</p> <ul style="list-style-type: none"> • The land is filled in places and is a former factory and so there may be some contamination. • The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
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Infrastructure requirements, constraints and mitigation - Housing Allocations in Moulton Chapel

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> • Primary Education – the primary school may need to increase to 0.5FE by end of plan period, however, there is sufficient classrooms for this without further building work. • Secondary and sixth form education – there is capacity currently available at Spalding secondary schools which are closest to development but it is likely that capacity will fill as children cannot attend schools at Holbeach/Bourne/Deepings. A new secondary school is required in second phase of plan. The closest sixth form is on Spalding - Sixth form capacity echoes capacity in the secondary schools which they are part of (some capacity available). • Health – the CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. • Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). • Water Resources – all of the proposed housing allocations in this area are expected to require improvements to the existing water supply networks to enable development to come forward on these sites. • Sewage Treatment – all of the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage networks to enable development to come forward on these sites.
Mou029	<ul style="list-style-type: none"> • The site is within Flood Zone 1 and 2. The SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
Mou042	<ul style="list-style-type: none"> • The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
Reserve site Mou028	<ul style="list-style-type: none"> • The Mill is Grade II listed. The design of the scheme needs to carefully consider preserving its setting in the historic environment assessment

	<p>required by Section 6 of the Historic Environment Policy.</p> <ul style="list-style-type: none"> • Vehicular access onto Woodgate Road would not be acceptable. • The site is within Flood Zone 1 and 2. The SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
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Infrastructure requirements, constraints and mitigation - Housing Allocations in Old Leake

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

Infrastructure requirements, constraints and mitigation - Housing Allocations in Quadring

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary Education – there is no available capacity and an extension to 1FE required over plan period including 4 additional classrooms. Secondary and sixth form education – There is no capacity currently available at closest secondary (Donington). An additional 200 places required for current demand and that from developments proposed - substantial land shortage would require additional land for education. The closest sixth form is in Spalding - Sixth form capacity echoes capacity in the secondary schools which they are part of (some capacity available). Health – The CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). Water Resources - all of the proposed housing allocations in this area are expected to require improvements to the existing water supply networks to enable development to come forward on these sites. Sewage Treatment – all of the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage networks to enable development to come forward on these sites.
Qua002	<ul style="list-style-type: none"> The site is mostly within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
Qua003	<ul style="list-style-type: none"> Vehicular access onto Watergate would not be acceptable. Pedestrian access maybe possible and would be beneficial. The site is mostly within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
Qua004	<ul style="list-style-type: none"> Vehicular access from Caswell Drive. The site is within Flood Zone 2 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
Reserve Site Qua006	<ul style="list-style-type: none"> Water Gate is suitable to serve the site and the opening is wide enough to provide the required junction radii and visibility. Vehicular access onto the Main Road A152 would not be acceptable. Pedestrian access would be acceptable.

	<ul style="list-style-type: none"> The site is within Flood Zone 3 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required. A foul sewer crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then early contact with Anglian Water Services is suggested to discuss possible diversion, or entering into a build over/near agreement
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Infrastructure requirements, constraints and mitigation - Housing Allocations in Surfleet

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary Education – there is limited capacity available. One additional classroom is required to extend school to Published Admission Number 20 from Published Admission Number 15. (This will give 5 places in each of the 7 primary years totalling 35 additional primary school places) A land shortage would require additional playing field land. Secondary and sixth form education – There is capacity currently available at Spalding secondary schools which are closest to development but it is likely that capacity will fill as children cannot attend schools at Holbeach/Bourne/Deepings. A new secondary school is required in the second phase of plan. The closest sixth form is in Spalding - Sixth form capacity echoes capacity in the secondary schools which they are part of (some capacity available). Health – The CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). Water Resources – the water supply network has capacity available to serve the proposed growth. Sewage Treatment – all of the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage network to enable development to come forward on these sites.
Sur003	<ul style="list-style-type: none"> The site is mostly within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
Sur006	<ul style="list-style-type: none"> Development of the site may have an impact on views of the Grade I listed St Laurence's church to the north. The design of the scheme needs to carefully consider this in the historic environment assessment

	<p>required by the Historic Environment Policy to preserve their setting.</p> <ul style="list-style-type: none"> The site is within Flood Zone 3a and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depths in 2115 as 0 – 0.5m. Development will be required to include appropriate mitigation.
Sur016	<ul style="list-style-type: none"> The provision of a frontage footway could be required, although there is a footway opposite. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'Low hazard' and flood depth in 2115 as '0m to 0.25m'. Development will be required to include appropriate mitigation.
Reserve site Sur018	<ul style="list-style-type: none"> The boundary with the A152 must be landscaped with a scheme of the same width and planting as that on the A16 boundary. It would be possible to accommodate a suitable adoptable estate road junction on the section of Station Road between Kingfisher Drive and the A16, but a 'looped' spine road would be advisable. The ideal solution would be to also connect to the existing spur off the east side of Kingfisher Drive. Access from the A16, the A152 or Coalbeach Lane would not be acceptable. There is a public footpath running through this site that would need to be preserved. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'Low hazard' and flood depth in 2115 as '0m to 0.25m'. Development will be required to include appropriate mitigation.

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

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary Education – there is sufficient primary school capacity available for developments proposed. Secondary and sixth form education – There is limited secondary school capacity in the first two years of the plan, but an additional 1 to 2FE required over the plan period - sufficient land for expansion. The closest sixth form is University Academy Holbeach - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available). Health – The CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).

	<ul style="list-style-type: none"> • Water Resources – all of the proposed housing allocations in this area are expected to require improvements to the existing water supply networks to enable development to come forward on these sites. • Sewage Treatment – all of the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage network to enable development to come forward on these sites.
Suj007	<ul style="list-style-type: none"> • The Church is Grade II and the separate tower is grade II*. The design of the scheme needs to carefully consider this in the historic environment assessment required by the Historic Environment Policy to preserve their setting. • There is some filled land to the rear of the site, most likely a former dyke. • The site is within Flood Zone 2 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
Suj012	<ul style="list-style-type: none"> • The site is close to the remains of the St Ives Cross Scheduled Monument and Grade II Listed. The design of the scheme needs to carefully consider this in the historic environment assessment required by the Historic Environment Policy to preserve its setting. • The site is within Flood Zone 30 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.

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

Site Reference	Infrastructure requirements, constraints and mitigation
Tyd014	<ul style="list-style-type: none"> • Primary Education – there is sufficient primary school capacity available for developments proposed. • Secondary and sixth form education – there is limited secondary school capacity in first two years of plan, but an additional 1 to 2FE required over plan period - sufficient land for expansion. The closest sixth form is University Academy Holbeach - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available). • Health – the CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. • Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). • Water Resources – the proposed housing allocation in this area is

	<p>expected to require improvements to the existing water supply networks to enable development to come forward on this site.</p> <ul style="list-style-type: none"> • Sewage Treatment – the proposed housing allocation in this area is expected to require improvements to the existing foul sewerage networks to enable development to come forward on this site. • The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘Danger for Most’ and flood depth in 2115 as ‘0.25m to 0.50m’. Development will be required to include appropriate mitigation.
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Infrastructure requirements, constraints and mitigation - Housing Allocations in Weston

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

Wsn022	<ul style="list-style-type: none"> The site is close to the Grade I listed St Mary's Church. The design of the scheme needs to carefully consider this in the historic environment assessment required by the Historic Environment Policy to preserve its setting. The site is within Flood Zone 2 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.
Wsn029	<ul style="list-style-type: none"> The site is within Flood Zone 3a and the SFRA identifies flood hazard in 2115 as 'low hazard' to 'danger for most' and flood depths in 2115 as 0 – 1m. Development will be required to include appropriate mitigation.
Reserve site Wsn036 (Made up of Wsn010, 012, 021 and 030)	<ul style="list-style-type: none"> Following the development of four frontage dwellings on part of the site the land owner has improved the existing watercourse adjacent to the Highway to improve the drainage system in Weston. The Drainage Board are improving and adopting a section of watercourse which will improve the existing drainage system and should assist the drainage system for these sites subject to the flows being restricted and designed-modeled to ensure the improved watercourse can manage any additional flows. Discussions need to be had with the Drainage Board to clarify progress on this and its implications for this site and drainage issues must be resolved before planning permission is granted. The 4 individual sites should be developed as one as separately they may have access issues and raised highway infrastructure costs owing to their distance from current infrastructure networks. Developing them together makes the provision of highway infrastructure as cost effective as possible. Access off Broadgate and Beggars Bush Lane is feasible and subject to its position not conflicting with Bay tree's entrance High Road is also possible. Footways, street lighting and highway drainage will require upgrading and connecting into existing networks. The Highways Authority should be contacted to discuss these issues. The site includes historic field drains (non-designated heritage assets) which should be incorporated into any site layout in order to reveal the assets within a scheme. An historic environment assessment is required by Section 6 of the Historic Environment Policy and section 3 is also relevant. The site is within Flood Zone 3a and the SFRA identifies flood hazard in 2115 as 'low hazard' to 'danger for most' and flood depths in 2115 as 0 – 1m. Development will be required to include appropriate mitigation.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Whaplode

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> Primary Education – there is sufficient primary school capacity

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

Infrastructure requirements, constraints and mitigation - Housing Allocations in Wigtoft

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> • Primary education – there is no capacity at the closest primary school (Sutterton), and extension to 1 Form of Entry (FE) will be required to accommodate current demand and additional needs to 2036. This will require the provision of 3 additional classrooms, although additional land will not be required. • Secondary education – the closest secondary school (Kirton) has sufficient capacity to accommodate additional needs to 2036.

	<ul style="list-style-type: none"> Sixth form education – there is no capacity in the closest sixth forms (Boston). Needs to 2036 will be met by the provision of a new secondary school (including 165 sixth form places) on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension. Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). It is likely that archaeological intervention/survey will be required. Water resources are adequate, but upgrades to the water supply network may be required. The Water Recycling Centre has capacity to accommodate sewage flows from the sites, but enhancements to the capacity of the foul sewerage network will be required.
Wig014	<ul style="list-style-type: none"> The existing street light system will need to be extended to the site. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'low hazard' and flood depth in 2115 as '0m to 0.25m'. Development will be required to include appropriate mitigation.
Reserve Site Wig015	<ul style="list-style-type: none"> The existing street lighting system will need to be extended to the site & a footway provided. The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for some' and flood depth in 2115 as '0.25m to 0.50m'. Development will be required to include appropriate mitigation.

Infrastructure requirements, constraints and mitigation - Housing Allocations in Wrangle

Site Reference	Infrastructure requirements, constraints and mitigation
Wra013	<ul style="list-style-type: none"> Primary education – Wrangle Primary School has sufficient capacity to accommodate additional needs to 2036. Secondary and sixth form education – the closest secondary school and sixth form (The Giles Academy, Old Leake) has no capacity, and an additional 125 school places will be required to accommodate current and additional needs to 2036. This will create a severe land shortage, and additional land will be required. Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. Surface water – all developments should seek to reduce flood risk and

	<p>incorporate Sustainable Drainage Systems (SuDS).</p> <ul style="list-style-type: none">• It is likely that archaeological intervention/survey will be required.• Water resources are adequate to serve the site, but upgrades to the water supply network may be required.• The Old Leake Water Recycling Centre has capacity to accommodate sewage flows from the site, but enhancements to the capacity of the foul sewerage network will be required.• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.25m to 0.50m. Development will be required to include appropriate mitigation.
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15. Appendix 6: Parking Standards

15.1.1 The following minimum standards should be used in accordance with the guidance in Policy 36: Vehicle and Cycle Parking.

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 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>1 space 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>
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 1,000m 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 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.		

16. Appendix 7: Local Plan Implementation

Objective	Monitoring Indicator(s)	Trigger	Actions	SA Objective(s)
Policy 1: Spatial Strategy				
Delivery of development according to the settlement hierarchy Links to Policies 7 and 11	<ul style="list-style-type: none"> The amount of services lost and/or gained within each settlement boundary Number 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	<p>Depending on the scale and nature of the potential under-delivery/ deviation, actions may include:</p> <ul style="list-style-type: none"> engaging with stakeholders; preparation of an interim position statement; 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 2: Development Management				
Seeking to deliver proposals that accord with sustainable development principles Links to Policies 3, 4, 5, 28, 29, 30, 31, 32, 33 and 36	<ul style="list-style-type: none"> Number of planning applications refused on flood risk grounds Number 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 3: Design of New Development				
Promotion of high quality	<ul style="list-style-type: none"> Number of planning 	Decision monitoring	Review	All

Objective	Monitoring Indicator(s)	Trigger	Actions	SA Objective(s)
and inclusive design and layout in development proposals	applications refused owing to inappropriate design		circumstances and if appropriate review policy and alternatives	
Policy 4: Approach to Flood Risk				
Ensuring that development proposals take proper account of flood risk issues, and that new development will be resilient to the potential consequences of flooding.	<ul style="list-style-type: none"> • Provision of new strategic flood mitigation infrastructure • Number of planning permissions granted contrary to Environment Agency advice on the grounds of flooding/ or water quality • Number of residential planning permissions granted in ‘danger for some’, ‘danger for most’ and ‘danger for all’ hazard zones • Number of development proposals within 50m buffer from the toe of the Haven banks 	Decision monitoring and annual analysis of housing completions/permissions to assess development in ‘danger for some’, ‘danger for most’ and ‘danger for all’ hazard zones.	Review circumstances and if appropriate review policy and alternatives	6: Green infrastructure, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk, 12: Climate change
Policy 5: Meeting Physical Infrastructure and Service Needs				
Ensuring the delivery of necessary infrastructure requirements related to development proposals.	<ul style="list-style-type: none"> • Number of infrastructure-related planning conditions discharged • Number of infrastructure related obligations within a Section 106 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 	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

Objective	Monitoring Indicator(s)	Trigger	Actions	SA Objective(s)
	<ul style="list-style-type: none"> Number of schools delivered 	<ul style="list-style-type: none"> Local Plan Decision monitoring with respect to s106 and delivery of infrastructure 		
Policy 6: Developer Contributions				
Application of developer contributions to developments above national prescribed thresholds	<ul style="list-style-type: none"> Number of s106 agreements completed per annum Level of developer contributions funding secured per annum Number 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 7: 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 in B1, B2 and B8 use per annum Total amount of additional (net & gross) employment floor space by type Available allocated employment land with and without planning permission Loss of employment land by 	Annual monitoring of take-up of B Class development with additional intelligence on general economic trends	<p>Depending on the scale and nature of the potential under-delivery/deviation, actions may include:</p> <ul style="list-style-type: none"> engaging with stakeholders; preparation of an interim position statement; and/or partial review of 	3: Transport, 4: Social inclusivity, 5: Education, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 13: Economy

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
	type		Local Plan	
Policy 8: Prestige Employment Sites				
Delivery of six Prestige Employment Sites including attendant infrastructure	<p>For each site:</p> <ul style="list-style-type: none"> • Completion of masterplan • Total amount of additional (net and gross) employment floor space by type • Available employment land with and without planning permission 	Annual updates via the AMR on completions and permissions	<p>Depending on the scale and nature of the potential under-delivery/deviation, actions may include:</p> <ul style="list-style-type: none"> • engaging with stakeholders; • preparation of an interim position statement; and/or • partial review of Local Plan 	3: Transport, 4: Social inclusivity, 5: Education, 6: Green Infrastructure, 7: Heritage, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood Risk, 13: Economy
Policy 9: Promoting a Stronger Visitor Economy				
<ul style="list-style-type: none"> • Delivery of tourism and visitor economy facilities; • Specific policy approach to Springfields Shopping and Festival Gardens 	<ul style="list-style-type: none"> • Expenditure in the visitor economy per annum 	<ul style="list-style-type: none"> • Annual monitoring of tourism/ visitor economy developments • Specific consideration of any proposals at Springfields Shopping and the Festival Gardens to determine policy success 	<p>Review circumstances and if appropriate review policy and alternatives</p>	3: Transport, 4: Social inclusivity, 5: Education, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 13: Economy
Policy 10: Meeting Assessed Housing Requirements				
Provision of 19,425	<ul style="list-style-type: none"> • Number of housing 	Annual updates via the	Depending on the	1: Housing, 4:

Objective	Monitoring Indicator(s)	Trigger	Actions	SA Objective(s)
dwellings (7,744 in Boston BC and 11,681 in South Holland DC) over the plan period.	completions per annum for the Plan area and by LPA <ul style="list-style-type: none"> • Assessment of Five Year Housing Land Supply 	AMR on completions and permissions	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; and/or • partial review of Local Plan 	Social inclusivity
Policy 11: Distribution of New Housing				
Delivery of housing targets set out by settlement	<ul style="list-style-type: none"> • Number 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 	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; 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: Reserve Sites				
Delivery of Reserve Housing Sites if completions on allocated sites and other housing	<ul style="list-style-type: none"> • Number of housing completions per annum by LPA • Number of housing 	Annual updates of the Housing Delivery Test	Depending on the scale and nature of the potential under-delivery/deviation,	1: Housing, 4: Social inclusivity, 8: landscape, 9: Air, water and soil

Objective	Monitoring Indicator(s)	Trigger	Actions	SA Objective(s)
commitments stall.	completions on released Reserve Sites		<p>actions may include:</p> <ul style="list-style-type: none"> • engaging with stakeholders to release Reserve Sites • partial review of Local Plan 	quality, 10: Land and waste, 11: Flood risk
Policy 13: South West Quadrant Sustainable Urban Extension (Sou006)				
Delivery of the specific development as an urban extension to Boston, including its attendant infrastructure	<ul style="list-style-type: none"> • Number of housing completions within the sustainable urban extension per annum • Area of land in B1, B2 and B8 use within the sustainable urban extension per annum • Area of land in open space use (by type) within the sustainable urban extension per annum • Length (Kilometres) of the Boston Distributor Road delivered within each five year period (by phase) 	Annual updates via the AMR on completions and permissions	<p>Depending on the scale and nature of the potential under-delivery/deviation, actions may include:</p> <ul style="list-style-type: none"> • engaging with stakeholders; • preparation of an interim position statement; 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, 13: Employment
Policy 14: South of the North Forty Foot Sustainable Urban Extension (Wes002)				
Delivery of the specific development as an urban extension to Boston, including its attendant infrastructure	<ul style="list-style-type: none"> • Number of housing completions within the sustainable urban extension per annum • Area of land in open space 	Annual updates via the AMR on completions and permissions	<p>Depending on the scale and nature of the potential under-delivery/deviation, actions may include:</p>	1: Housing, 3: Transport, 4: Social inclusivity, 7: Green infrastructure, 8: landscape, 9: Air,

Objective	Monitoring Indicator(s)	Trigger	Actions	SA Objective(s)
	use (by type) within the sustainable urban extension per annum <ul style="list-style-type: none"> Length (Kilometres) of the Boston Distributor Road delivered within each five year period (by phase) 		<ul style="list-style-type: none"> engaging with stakeholders; preparation of an interim position statement; and/or partial review of Local Plan 	water and soil quality, 10: Land and waste, 11: Flood risk
Policy 15: 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"> Number of housing completions within the sustainable urban extension per annum Length (Kilometres) of the northern phase of the SWRR delivered within each five year period 	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; 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 16: 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"> Number 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 	1: Housing, 3: Transport, 4: Social inclusivity, 7: Green infrastructure, 8: landscape, 9: Air, water and soil quality, 10: Land and waste, 11:

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
			<ul style="list-style-type: none"> interim position statement; and/or partial review of Local Plan 	Flood risk
Policy 17: Providing a Mix of Housing				
Delivery of a mix of housing as defined by the policy	<ul style="list-style-type: none"> Number 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 18: Affordable Housing				
Delivery of affordable housing as defined by the policy	<ul style="list-style-type: none"> Number 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 19: Rural Exception Sites				
Delivery of specific rural exceptions sites.	<ul style="list-style-type: none"> Number 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 20: Accommodation for Gypsy, Travellers and Travelling Showpeople				
Delivery of the identified requirement for Gypsy and Traveller pitches, and Travelling Showpeople plots	<ul style="list-style-type: none"> Net additional residential pitches for gypsies and travellers Net additional residential plots for travelling showpeople Net additional transit pitches Number of unauthorised 	Annual review of pitches and plots delivered	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity, 8: Landscape

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
	encampments			
Policy 21: 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"> Number 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 22: Replacement Dwellings in the Countryside				
Delivering replacement dwellings in the countryside	<ul style="list-style-type: none"> Number 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 23: 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"> Number 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 24: 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 	<ul style="list-style-type: none"> Amount of floor space for town centre uses within the town centre boundaries Vacancy rates for retail use in the town centre boundaries Amount of floor space completed for town centre uses by type, by centre and 	Decision monitoring Periodical surveys of relevant centres to determine vitality and viability	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 5: Education, 13: Economy

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
and Boston	for the Local Plan area			
Policy 25: Supporting the Vitality and Viability of Boston and Spalding Town Centres				
Ensuring that Boston and Spalding town centres remain the focus for retail, entertainment, and commercial activity	<ul style="list-style-type: none"> • Amount of floor space for town centre uses within the town centre boundaries • Vacancy rates for retail uses within the town centre boundaries • Amount of floor space completed for town centre uses by type, by centre and for the Local Plan area 	Decision monitoring Periodical surveys of relevant centres to determine vitality and viability	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 5: Education, 13: Economy
Policy 26: 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 	Decision monitoring Periodical surveys of relevant centres to determine vitality and viability	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 13: Economy
Policy 27: 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"> • 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 	Decision monitoring Periodical surveys of relevant centres to determine vitality and viability	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Soil, air and water quality, 10: Land and waste, 13: Economy

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
Policy 28: 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"> 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 biodiversity enhancement features incorporated into buildings 	<p>Decision monitoring Periodical surveys of state and quality of natural environment features (working with relevant nature conservation bodies)</p>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 4: Social inclusivity, 6: Green infrastructure, 8: Landscape, 9: Soil, air and water quality, 10: Land and waste, 11: Flood risk, 12: Climate change
Policy 29: 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/ 	<ul style="list-style-type: none"> 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 	<p>Decision monitoring Periodical surveys of state and quality of historic environment features (working with relevant heritage bodies)</p>	Review circumstances and if appropriate review policy and alternatives	7: Heritage, 8: Landscape, 9: Soil, water and air quality, 10: Land and waste

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
enhancements to heritage assets	<p>special historic or archaeological interest</p> <ul style="list-style-type: none"> • 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 			
Policy 30: Pollution				
Criteria based policy setting out approach to pollution impacts of development proposals	<ul style="list-style-type: none"> • Number of applications refused owing to environmental impact • Number of AQMAs in South East Lincolnshire • Number of contaminated sites developed 	<p>Decision monitoring Periodical surveys of state & quality of AQMA & contaminated land sites (working with environmental services teams in Boston and South Holland)</p>	<p>Review circumstances and if appropriate review policy and alternatives</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
Policy 31: 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 	<ul style="list-style-type: none"> • Number of planning permissions approved for renewable and low carbon energy • Number of developments that are designed to minimise and 	Decision monitoring	<p>Review circumstances and if appropriate review policy and alternatives</p>	2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 11:

Objective	Monitoring Indicator(s)	Trigger	Actions	SA Objective(s)
consider proposals for renewable energy	<p>mitigate the impacts of climate change</p> <ul style="list-style-type: none"> • Number of residential schemes that are designed to meet Building Regulations Water Efficiency Standard of 110 litres per person per day 			Flood risk, 12: Climate change
Policy 32: 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"> • Planning permission granted for the extension of Cemetery and open space at Gosberton • Number of planning applications refused because they have an unacceptable impact on the criteria • Number of planning permissions granted for new community facilities and/or the enhancement of existing community facilities • Number, area, and area/1,000 people by open space type 	<p>Decision monitoring Periodical surveys of open spaces to determine level of access (likely to be an external consultancy commission)</p>	<p>Review circumstances and if appropriate review policy and alternatives</p>	2: Health and well-being, 4: Social inclusivity, 5: Education, 6: Green infrastructure, 8: Landscape, 9: Land and waste
Policy 33: 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 	<ul style="list-style-type: none"> • CO2 emissions per head • Number of AQMAs • Number of planning permissions granted with 	Decision monitoring	<p>Review circumstances and if appropriate review policy and alternatives</p>	2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Air, soil and water

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
Distributor Road; and Peppermint Junction (Holbeach) <ul style="list-style-type: none">• 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	approved Travel Plan <ul style="list-style-type: none">• Number of electric vehicle charging points provided in association with new development• Number of permissions granted with new or improved access facilities for the disabled			quality, 12: Climate change
Policy 34: Delivering the Boston Distributor Road				
Identification of specific new road infrastructure	<ul style="list-style-type: none">• Length (kilometres) of the Boston Distributor Road delivered within each five year period (by phase)• Progress with funding applications for the delivery of the Boston Distributor Road	Updates via the AMR on completions and permissions	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 35: Delivering the Spalding Transport Strategy				
Identifies the mechanism for securing the delivery of transport initiatives and the SWRR to mitigate the adverse impacts of new	<ul style="list-style-type: none">• Number 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, 9: Air, soil and water

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
housing in Spalding				quality, 12: Climate change
Policy 36: 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"> • 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 • Number 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

17. Appendix 8: Developer Contributions for Education Facilities

17.1. Introduction

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

Needs and Priorities

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

provide the facilities required as a consequence of new development. The IDP assumes that 50% of the cost of education facilities over the plan period will be funded from mainstream sources such as Basic Needs and other funding, and 50% from developer contributions.

17.2. Requirement

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

17.3. When will developer contributions be sought?

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

17.4. Calculation of contributions

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

House Type	PPR Primary	PPR Secondary	PPR Sixth Form
2 bed	0.09	0.09	0.018
3 bed	0.17	0.17	0.034
4 bed+	0.33	0.27	0.054

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

Table 7: Education infrastructure requirement assumptions

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

PPR X no of homes of each size = no of pupils generated x cost multiplier per pupil place x 0.92* = contribution

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

- 17.4.3 The total cost of providing a child with a school place is based on a pupil being in a class of 30 and includes the cost of providing communal space for each pupil; e.g. a sports hall and kitchen/dining area. The cost of provision from all relevant dwellings will be totalled and rounded down to the nearest whole pupil.
- 17.4.4 About 50% of post-16 students will attend a sixth form within a school - this uses capacity within schools. LCC will seek contributions where necessary based on a 'pupil productivity ratio' of 1/5th of the secondary school rate. LCC is not responsible for, nor does it negotiate, financial contributions for colleges.

Provision of a New School

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

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

All through – 2FE primary & 800 place secondary	2,000 for primary, 4,200 for secondary	6.5 – 8.1
All through – 2FE primary & 1,000 place secondary	2,000 for primary, 5,000 for secondary	7.5 – 9.4
All through – 2FE primary & 1,200 place secondary	2000 for primary, 6,000 for secondary	8.5 – 10.6

Table 8: Land Take for New Schools

FE = Form entry

- 17.4.6 New provision (primary and secondary) will be based on the national Building Bulletin 103: Area Guidelines for New Schools², and should be constructed to a design and specification agreed with the LPA and LCC.
- 17.4.7 In exceptional circumstances, LCC may be willing to accept a parcel of free, serviced land on site for a new school, with the school built by the developer.
- 17.4.8 In certain circumstances, it may be more appropriate to have a school located in an alternative location, off site. In such circumstances, where a significant proportion of the need for infrastructure is generated by the proposal, a proportionate financial contribution to purchase the land elsewhere will be required.

Types of facilities that may be required

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

17.5. Delivery mechanism

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

1.1.1 _____

² Building Bulletin 103: Area Guidelines for New Schools; Department for Education, June 2014

18. Appendix 9: Developer Contributions for Health care Facilities

18.1. Introduction

- 18.1.1 Local Plan Policies 5, 6 and 32 recognise the need to help make provision for health care facilities to meet local needs, thus contributing to the health and well-being of residents. In respect of these policies, the focus is on primary care facilities (the treatment of minor injuries and illnesses, minor surgery and the ongoing management of chronic conditions). A range of social benefits can be secured through the provision of quality health care facilities.
- 18.1.2 The South Lincolnshire Clinical Commissioning Group (CCG) serves a registered population of approximately 162,000 within South East Lincolnshire. The CCG is made up of two localities: South Holland and Boston (which includes part of South Holland District). The South Holland locality has eight GP practices and the Boston locality has nine GP practices. New housing developments can put pressure on these existing health care facilities and cumulatively create the need for additional facilities, space and services.

Needs and Priorities

- 18.1.3 The South East Lincolnshire Infrastructure Delivery Plan (IDP) identifies that 'an estimated 15 additional GP's surgeries are likely to be required to meet the (unconsented) plan period growth. The estimated cost to provide this level of additional service is approximately £11m'. The CCG has commented that there 'is some capacity at the local GP surgeries to accommodate additional patients in the short-medium term in Spalding and Boston. There are some issues around capacity in Holbeach where there is a current grant-funding application to address capacity issues, and one other practice in Spalding has applied to expand. Similarly, Westside surgery and Stuart House surgery in Boston have submitted project initiation documents to expand their current premises to cope with current and consented growth. The critical issue for service delivery County-wide however, is an increasing shortage of GP's, nurses and other health care staff which could affect future service delivery should demand increase'. Although developer contributions can help provide additional space, funding cannot be used to secure additional staff.
- 18.1.4 These needs and priorities are based on the CCG's current knowledge of existing capacity and demand for additional infrastructure. Options are currently being explored to maximise the use of facilities and reduce running costs. Developer contributions can be used to help maximise efficiency at each practice.
- 18.1.5 The CCGs are able to secure some national grant funding to support the delivery of infrastructure, and other one-off funding packages may become available over the plan period. At this stage, the IDP assumes that 50% of the cost of health care

infrastructure over the plan period will be funded from such sources, and 50% from developer contributions.

18.2. Requirement

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

18.3. When will developer contributions be sought?

- 18.3.1 Developer contributions for new or improved health care facilities will be sought from relevant residential developments (Use Class C3 and C4). Applications for the development of residential care homes and nursing homes (Use Class C2) will be assessed on a case by case basis.
- 18.3.2 For each development, the CCG will first consider the capacity at the nearest accessible GP surgery (surgeries), planned and funded expansions and other planned residential development with planning permission or already being considered via a planning application, subject to planning permission being granted. It will also take into account the availability of mainstream NHS funding and any time lag between that funding stream availability and the 'on the ground' provision of the facility to support the new development. If there is no capacity, or is not likely to be when the residents generated by the development are likely to be using the facility, a contribution towards expansion or to help provide for a new surgery will be sought.

18.4. Approach to providing health care facilities

- 18.4.1 The methodology used by the CCG is informed by the calculation in the Department of Health document titled HBN11-01: Facilities for Primary and Community Care Services⁷¹. It is based upon the average occupancy rate for dwellings in South Holland and Boston (2.4 people per household¹⁴) and the consequent increase in patient population generated by a new development. The occupancy rate may be reduced if there is a high proportion of specialist older persons' accommodation or 1-bedroom dwellings. Any future increase in population inevitably impacts on existing facilities; and this approach shows the likely impact that additional residents will generate in terms of additional consultations by clinicians (a GP and a Practice Nurse) in terms of demand for consulting/treatment rooms, which may lead to a need for more space. The Appendix reproduces the form used by the CCG to justify the financial or other contribution requested.

- 18.4.2 The CCGs will not typically seek to support 'single-handed' GP services which are run by single GPs, although this may be considered in exceptional circumstances. This is because of sustainability and resilience reasons.
- 18.4.3 In the majority of cases a financial contribution will be used towards:
- new health care facilities (these may be co-located with other health or social care providers); and
 - construction costs for additional facilities/extensions, adaptations or alterations which are required to meet the needs of the development.

Provision of New Health care Facilities

- 18.4.4 Where a new GP surgery is appropriate as part of a significant development, developers will be expected to set aside sufficient land to accommodate the surgery and associated car parking. It should be constructed to a design and specification agreed with the LPA and CCG.
- 18.4.5 In exceptional circumstances, the CCG may be willing to accept a parcel of free, serviced land on a site for a new surgery, together with a financial contribution to cover the construction costs.

18.5. Delivery mechanism

- 18.5.1 Health care facilities should be provided through the use of obligations which are secured by Section 106 agreement.
- 18.5.2 The contributions would be held by the LPA and only spent by the CCG to provide or improve facilities at the health care facility named in the S106 agreement.

Appendix



NHS England
Application Number:
Location:

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

acceptable	
Fairly and reasonably related in scale and kind to the development	
Financial Contribution requested	
High quality care for all, now and for future generations	

19. Appendix 10: Indicative Plans/Diagrams

19.1. Prestige Employment Sites

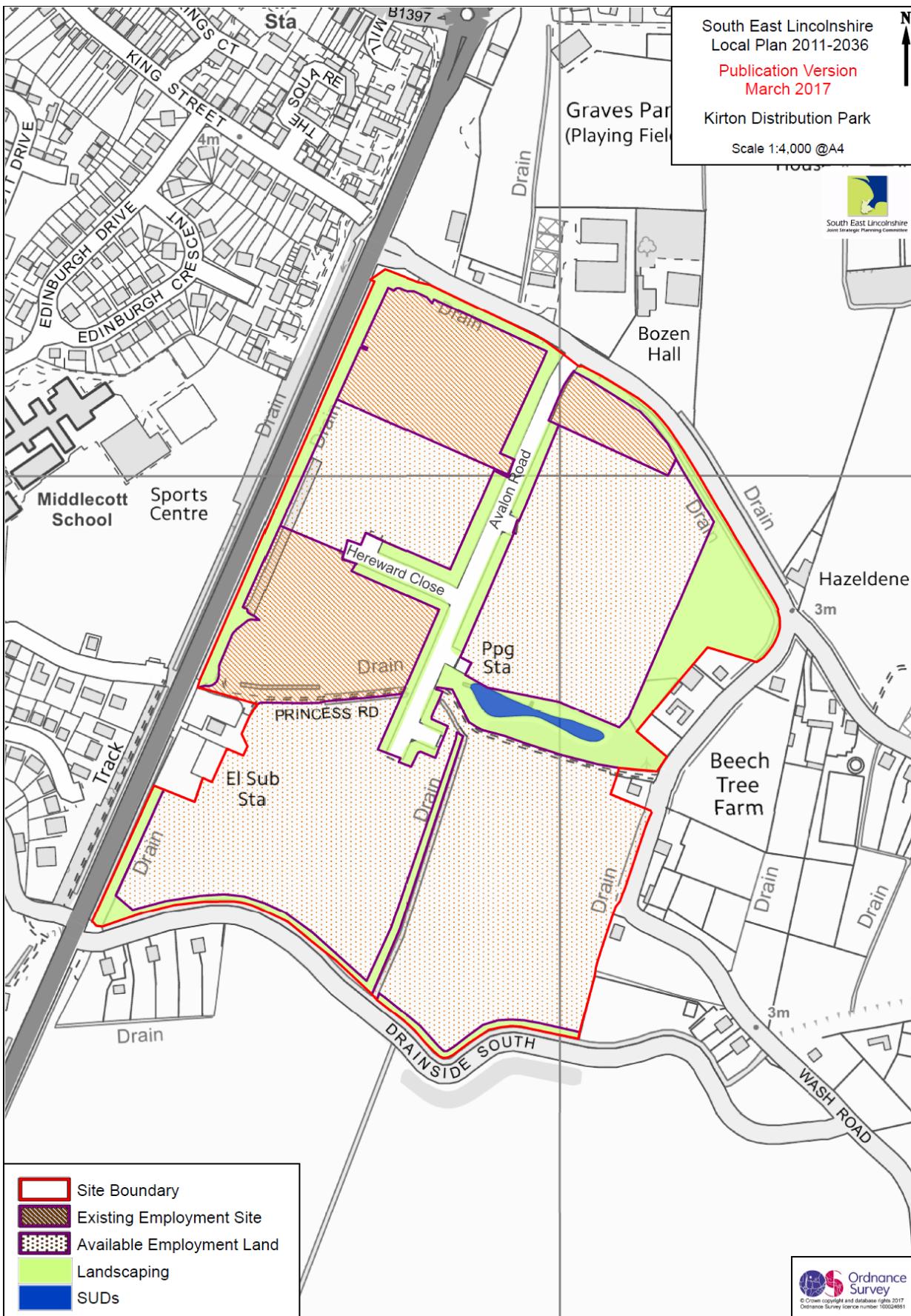
Q2: The Quadrant

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

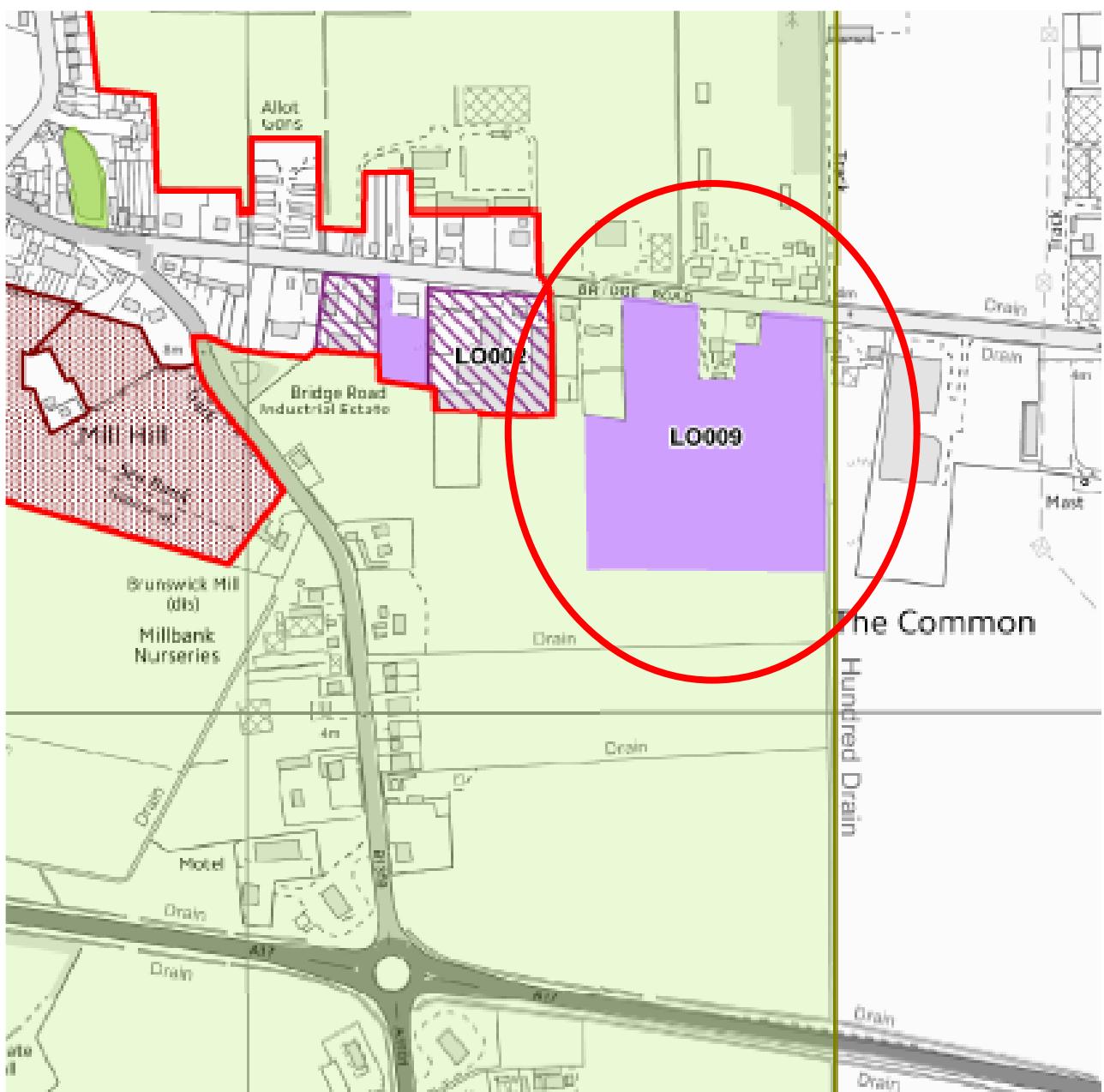
Holbeach Food Enterprise Zone



Kirton Distribution Park



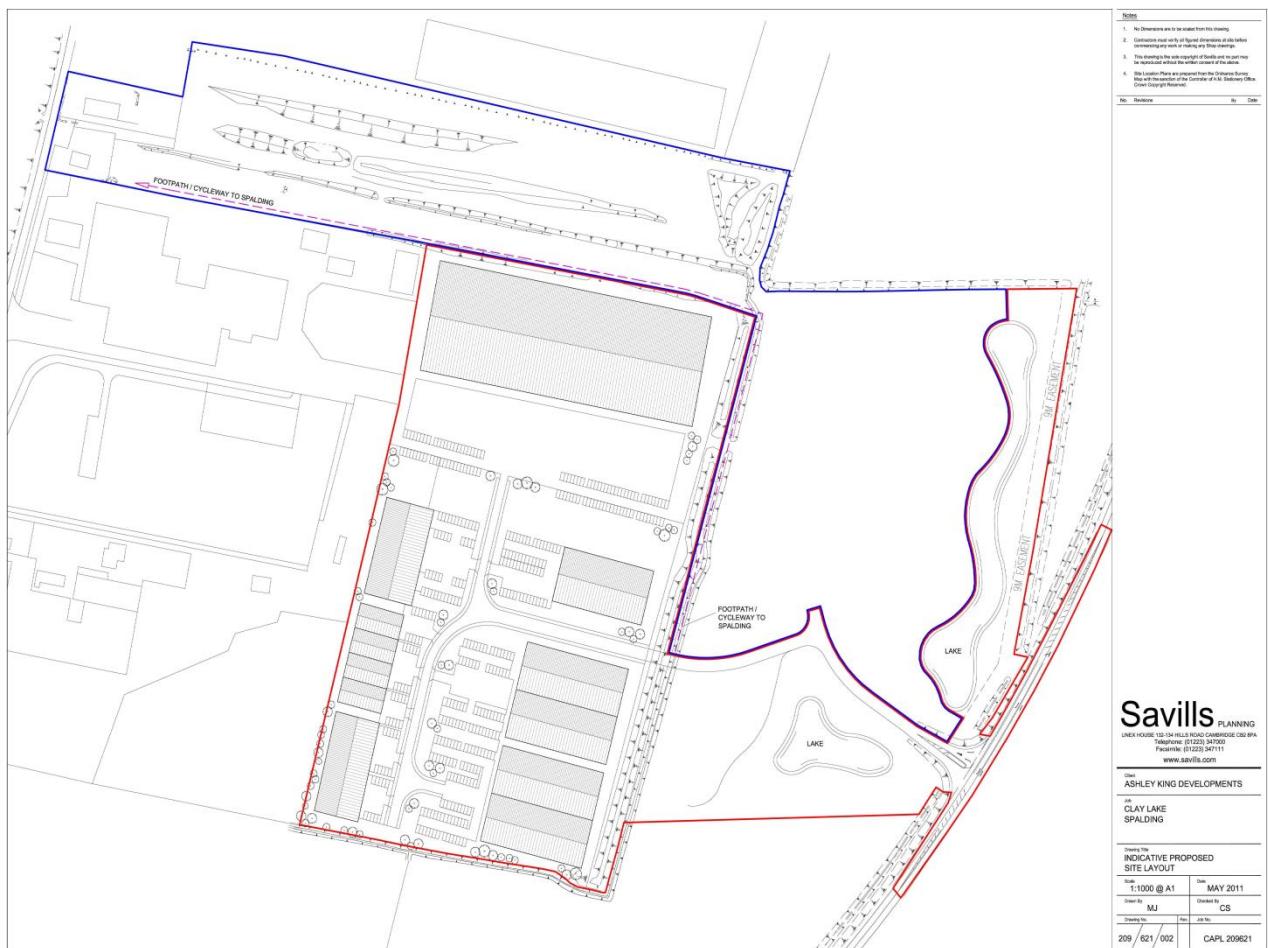
Bridge Road, Long Sutton



Lincs Gateway, Spalding

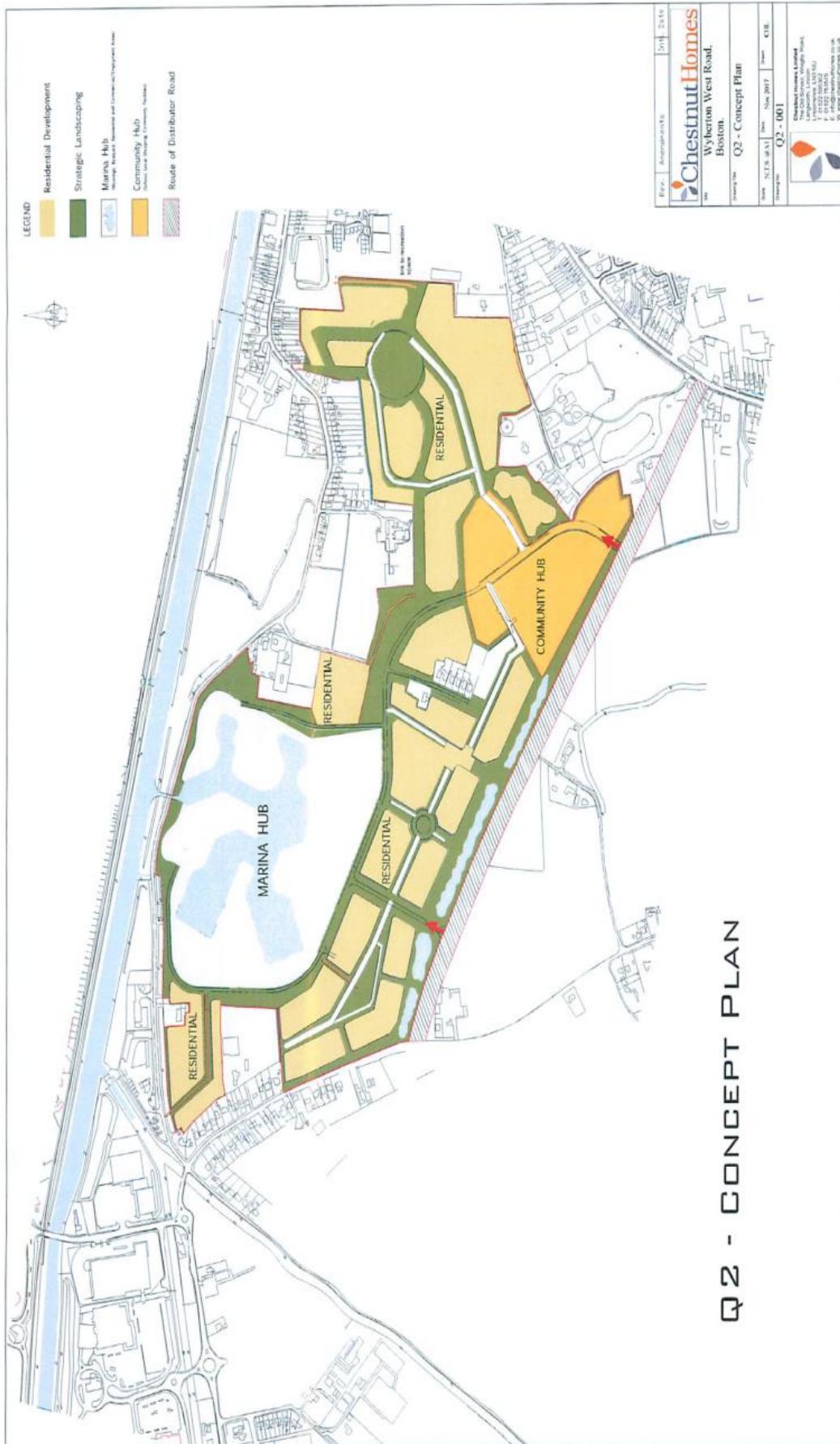


Clay Lake, Spalding



19.2. Sustainable Urban Extensions

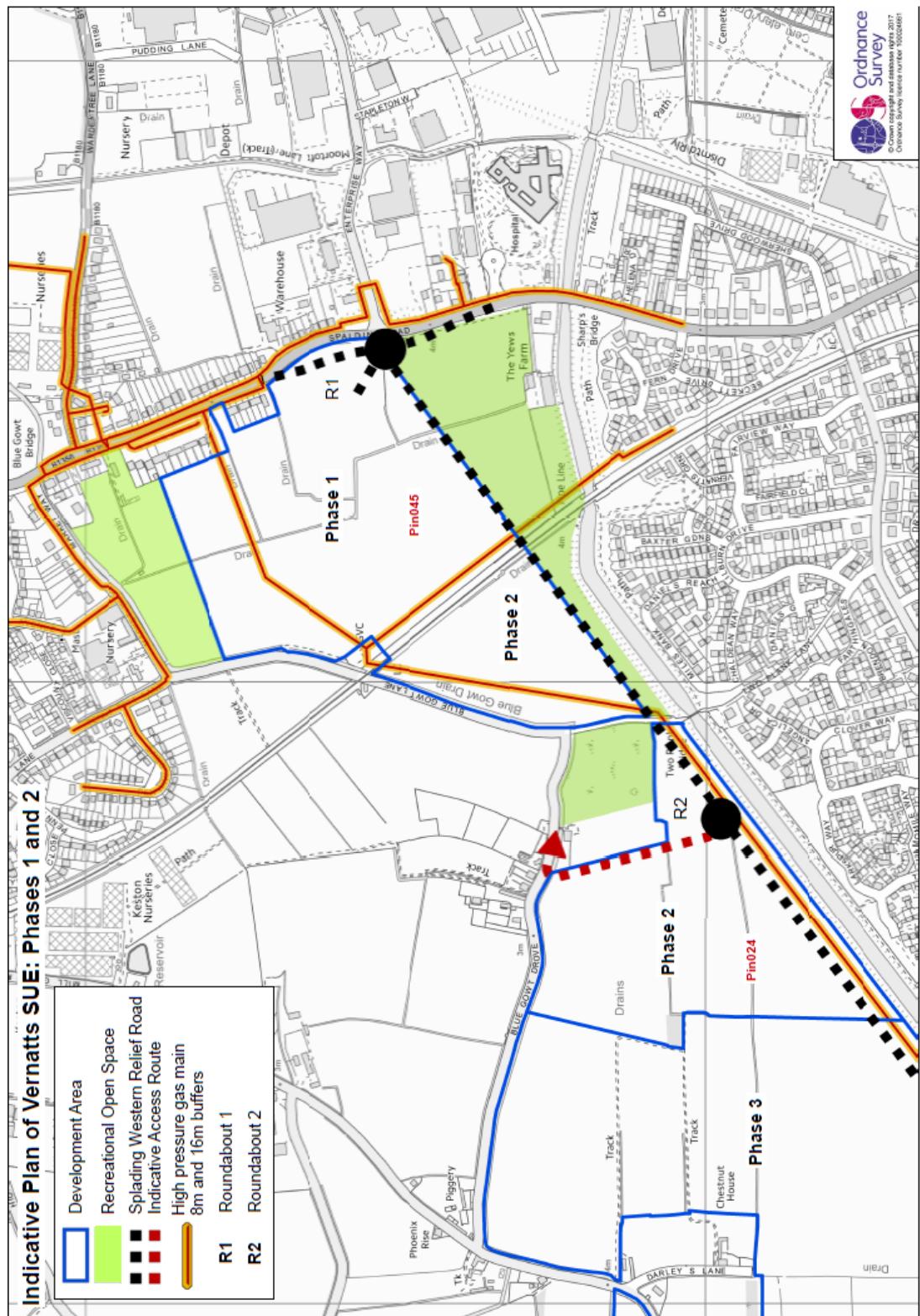
Boston Sou006



Boston Wes002



Spalding Vernatts

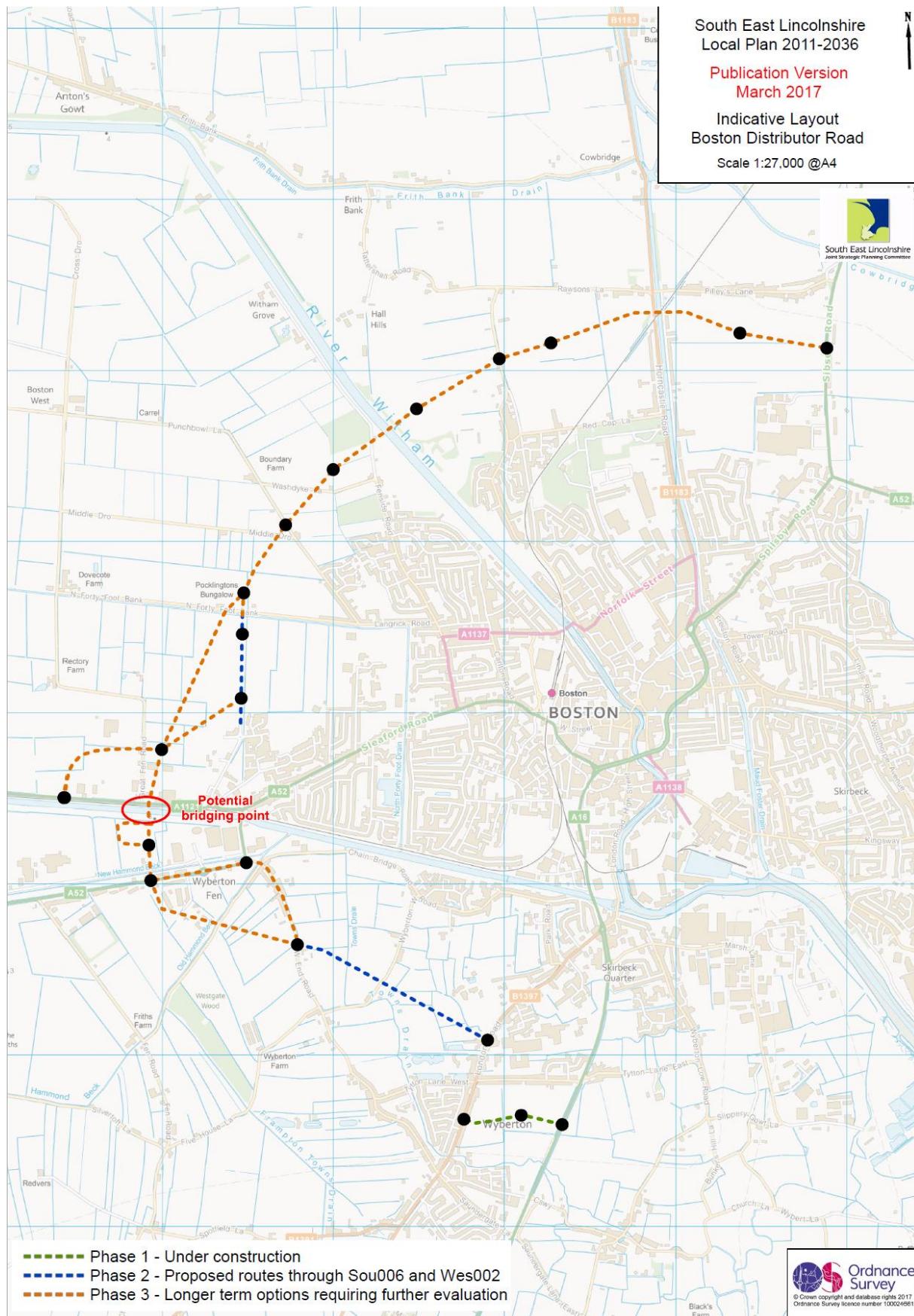


Holbeach West



19.3. Proposed Highways

Boston Distributor Road



Spalding Western Relief Road: Delivery Sections 1-5.



Policy 4 Approach to Flood Risk - Witham Haven Banks Buffer Map

