

Sustainability Appraisal

**of the South East Lincolnshire Local Plan 2011 – 2036:
Publication Version**

Non-Technical Summary

March 2017



South East Lincolnshire
Joint Strategic Planning Committee

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1. Background

Introduction

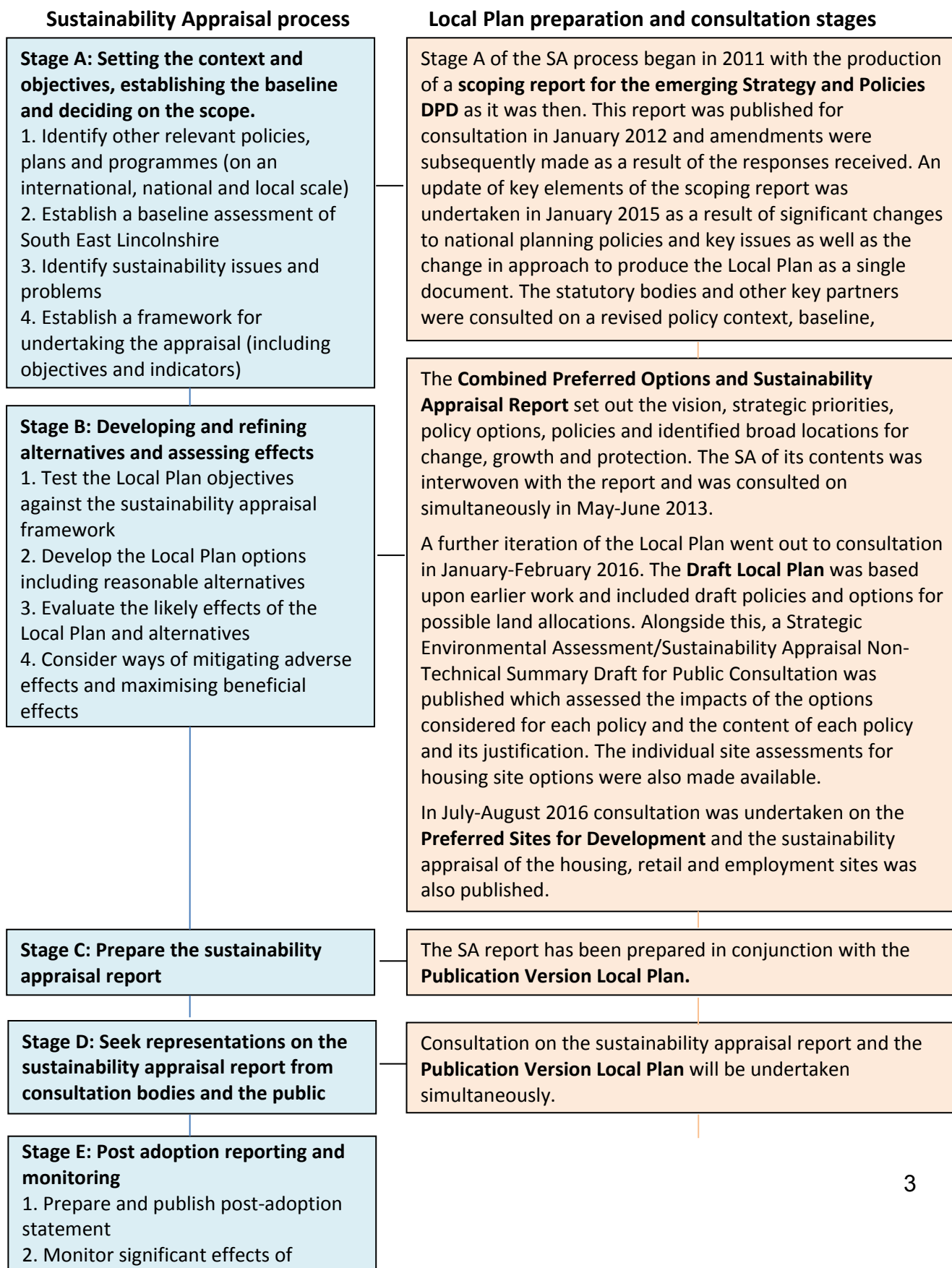
- 1.1 This document is the Non-Technical Summary of the Sustainability Appraisal (SA) that has been undertaken to accompany the Publication Version of the South East Lincolnshire Local Plan. South East Lincolnshire is the collective name for the areas of Boston Borough and South Holland District, and the Plan is being prepared by the South East Lincolnshire Joint Strategic Planning Committee (the Joint Committee), who is a partnership of Boston Borough, South Holland District and Lincolnshire County Councils.
- 1.2 The Joint Committee originally intended to produce the Local Plan in two parts:
- A Strategy and Policies development plan document (DPD) that would set out the vision, priorities and policies, and identify broad locations for change, growth and protection; and
 - A Site Allocations DPD that would identify the sites that would be developed for specific uses, and the areas where particular policies would apply.
- 1.3 However, in 2014 the Joint Committee decided to cease this approach and to instead produce the Local Plan as a single document, whilst also extending the Plan period from 2011-2031 to 2011-2036.
- 1.4 Once adopted, the South East Lincolnshire Local Plan will replace the current Local Plans for Boston Borough and South Holland and will help to shape how the area will change over the plan period. The Publication Version Local Plan includes the vision for the plan area to 2036, a number of strategic priorities to be followed to deliver the vision as well as policies that guide the use and development of land and allocations of land for development.

Sustainability Appraisal and Strategic Environmental Assessment

- 1.5 SA is a statutory requirement along with Strategic Environmental Assessment (SEA), which is required by European and English law.
- 1.6 Sustainability Appraisal involves identifying and evaluating the impacts of a plan on the economy, the community and the environment. It also suggests ways of avoiding or reducing any adverse impacts arising from the plan, as well as ways of maximising its positive impacts. The overall aim of the appraisal process is to help ensure that the South East Lincolnshire Local Plan makes an effective contribution to the pursuit of 'sustainable development'.

- 1.7 In terms of SEA, the SEA Directive seeks to provide a high level of protection of the environment and makes it mandatory for local authorities to undertake an environmental assessment of any plans or programmes prepared that are likely to have a significant effect upon the environment, including those for town and country planning and land use. Unlike SA which examines all the sustainability related effects of plans (social, environmental and economic), SEA is focused primarily on environmental effects.
- 1.8 Government guidance advises that it is possible to satisfy the requirements of SA and SEA through a single integrated approach and National Planning Practice Guidance sets out the following five stages for SA:
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
Stage B: Developing and refining alternatives and assessing effects
Stage C: Preparing the SA Report
Stage D: Seek representations on the Plan and SA Report from consultation bodies and the public
Stage E: Monitoring the significant effects of implementing the Plan
- 1.9 Figure 1 on the following page provides an overview of the five stages of SA, when consultation took place and how it relates to the different stages of Local Plan preparation.
- 1.10 The Sustainability Appraisal of the Publication Version of the South East Lincolnshire Local Plan has been prepared in accordance with the requirements for both SA and SEA, and will be referred to as SA henceforth. The approach that has been taken to the SA (including SEA) of the Local Plan is set out in the following sections.

Figure 1: Sustainability Appraisal Stages in Relation to Local Plan Preparation



Local Plan adopted - monitor and report on its implementation.

2. Identification of Other Relevant Policies, Plans and Programmes

- 2.1 The sustainability appraisal guidance requires a Local Plan to be developed in the context of a wide range of other plans and programmes, from international down to local level. These may contain policy objectives or specific requirements that need to be addressed. Identifying and reviewing these documents is an important element of the sustainability appraisal process as it can help to shape the objectives against which emerging policies should be appraised, as well as pointing to particular issues and problems that need to be tackled. It also ensures that the work undertaken is consistent with up-to-date policy.
- 2.2 The SEA Directive specifically requires environmental protection objectives established at international, European Community or national levels to be taken into account during the development of a plan.
- 2.3 A comprehensive review has been undertaken and a considerable number of relevant plans and programmes were identified at the international, national, regional and local levels. This review has been reproduced in Appendix 1 that accompanies the SA Main Report.

3. Collection of Baseline Information and Identification of Key Environmental and Sustainability Issues

- 3.1 A key step in the SA process is establishing the current baseline conditions (social, environmental and economic) and their likely evolution in the future without implementation of the plan. This stage therefore involves the collection of baseline data, which can be used in the identification of sustainability and environmental issues. It will also enable the impact and effectiveness of the Local Plan to be monitored during its implementation. The baseline work ensures that the sustainability appraisal process is based on sound evidence.
- 3.2 The baseline review for South East Lincolnshire was first undertaken in 2011, fully updated in April 2015 and again updated completely in October 2016. The full baseline review is set out in Appendix 2 that accompanies the SA Main Report.
- 3.3 Using the document review and baseline information collected (as well as input from stakeholders), the key sustainability issues and environmental issues (as required by the SEA Directive) were identified in the SA Scoping Report. The analysis of sustainability and environmental issues is an important part of the sustainability appraisal process and influences the development of the sustainability appraisal framework. In particular, such issues are used to help identify sustainability objectives and indicators.

3.4 Furthermore, under the SEA Directive, the implications of the ‘business-as-usual’ scenario for the area must be established. The scoping report topic papers therefore identify what the situation would be like if the Local Plan was not prepared.

3.5 Table 1 below sets out the key environmental and sustainability issues identified for each topic as well as the likely future scenario without implementation of the plan.

Table 1: Key environmental and sustainability issues identified for South East Lincolnshire and likely future scenario without the plan

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

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

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

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

Topic	Key environmental and sustainability issues	Likely future scenario without the plan
		<p>Showpeople community are also unlikely to be addressed.</p> <ul style="list-style-type: none"> The trend towards an ageing population may mean that there would be a shortage of housing appropriate for the elderly and the disabled.
9. Land and Waste	<ul style="list-style-type: none"> South East Lincolnshire has a high proportion of high quality agricultural land. There are a number of contaminated sites across South East Lincolnshire. However, if these could be effectively remediated they could reduce pressure for the release of greenfield land to deliver new development. There is a limited supply of previously developed land in South East Lincolnshire due to its largely rural nature. In recent times, Boston Borough has performed better than South Holland in terms of the proportion of housing completions on brownfield sites. The proportion of waste diverted from landfill to composting and recycling had been steadily improving across South East Lincolnshire, although there has been a slight dip in some instances in the last couple of years. 	<ul style="list-style-type: none"> Without the plan, it may be harder to resist proposals for development in unsuitable locations. By taking issues, such as the grade of agricultural land, the location of contaminated land and issues over waste and minerals into account, development can be directed to the most appropriate locations.
10. Landscape	<ul style="list-style-type: none"> There is a need to protect landscape character from inappropriate development, particularly given that much of the area is low-lying and visually open. Pressure to meet the need for housing in the area could have an adverse impact on the landscape. The key issue is how to reconcile the needs of sustainable development, meeting the social and economic needs of the countryside, whilst ensuring that the landscape character is respected and preserved. Where development proceeds it should be ensured that appropriate mitigation measures are put in place to minimise, and/or compensate, for any harm to the landscape character of South East Lincolnshire. 	<p>Without the plan, the distribution of development is unlikely to proceed in the most sustainable manner without a degree of guidance to ensure landscape impacts, such as those arising from the pressures identified, are minimised.</p>

Topic	Key environmental and sustainability issues	Likely future scenario without the plan
11. Transport	<ul style="list-style-type: none"> • There is a need to ensure that there is no adverse impact brought about through light pollution. • South East Lincolnshire relies more heavily on car usage than the national average, particularly in South Holland. This probably reflects the rural nature of the area and the lack of good quality public transport facilities. • There is a need to facilitate a shift to more sustainable modes of transport to reduce carbon emissions and encourage an increase in physical activity rates. • Public transport usage is lower than the national average in South East Lincolnshire and has been generally decreasing in Lincolnshire as a whole. There is therefore a need to maintain and enhance accessibility to public transport throughout the area. • Cycle usage in Boston Borough is higher than South Holland. • There is a need to improve access for residents across the area to local services, facilities, places of employment and green infrastructure given that access to the majority of key services in South East Lincolnshire by public transport or walking is worse than the national average. • Given the increasing levels of freight traffic travelling along the Joint Line there is a need to ensure that the increased use of the line does not lead to significant disruption to traffic movement and activity in Spalding. • Initiatives to reduce congestion and the need to travel by car should be supported. • The impact of new development on the road network needs to be minimised. 	<ul style="list-style-type: none"> • Without intervention through the mechanism of the Local Plan, the area is likely to experience increased levels of traffic congestion/stress when taking into account additional levels of development. For example, increasing levels of car ownership will contribute to the potential for congestion around the area, particularly in and around the main settlements of Boston, Spalding and Holbeach, which act as the focus for employment, services and facilities. • The Local Plan has limited influence over movement within the area. However, in the absence of the Plan it is anticipated that the impacts of development and growth upon traffic congestion/stress would be exacerbated.
12. Water	<ul style="list-style-type: none"> • There is a need to protect, and where possible, improve water quality. • The efficient use of water resources should be promoted. • It must be ensured that the distribution and location of development takes water supply and sewerage infrastructure capacity into account. • Over the next 25 years, the water supply-demand balance is at risk from 	<ul style="list-style-type: none"> • If the Local Plan was not prepared it is unlikely that there would be the timely provision of appropriate additional infrastructure for water supply and wastewater treatment to accommodate

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

4. Sustainability Appraisal Framework and Methodology

Sustainability Appraisal Framework

- 4.1 Defining the SA framework is important as it sets out the structure and format for appraising and monitoring the implementation of the Local Plan. Guidance recommends the development of objectives and indicators, which form the main tool for testing the Local Plan to ensure it contributes towards delivering sustainable development
- 4.2 Completion of the following tasks aided the identification of a set of SA objectives (and sub-objectives):
- i. The review of other policies, plans and programmes undertaken – being particularly informed by the Lincolnshire Coastal Study SA objectives;
 - ii. A thorough analysis of the baseline evidence for South East Lincolnshire;
 - iii. An analysis of the identified key environmental and sustainability issues; and
 - iv. Ongoing consultation with key stakeholders and members of the public;
- 4.3 Indicators were selected using the sustainability objectives as a framework. These provide a framework for monitoring and have recently been reviewed and amended or removed with a view to creating a clearer monitoring framework that can be easily updated. As part of this process, the views of the SEA consultation bodies as well a range of other stakeholders and interested parties were sought.
- 4.4 These objectives and sub-objectives formed the assessment framework for the strategic priorities, policy options and policies. However, by themselves, the SA objectives and sub-objectives would not be well suited to assessing site options for the Local Plan. Consequently, a separate framework was developed in partnership with stakeholders to assess the sustainability of sites and has evolved over time following consultation. This framework used the same SA objectives as for the other assessments but included a number of environmental, social and economic assessment criteria as well as indicators for assessing the impact that a sites development would generate. Such criteria and indicators were chosen as they are considered as being more easily measurable, for example through using GIS. The framework for assessing sites is presented in Table 3. The application of some indicators in the assessment involved the measurement of distances and so the table also sets out how these were measured.
- 4.5 The objectives and sub-objectives, which form the framework for assessing the strategic priorities, policies and their options, are set out in Table 2 below. The table also includes the indicators for monitoring.

Table 2: Sustainability Appraisal Objectives, Sub-Objectives and Indicators

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

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
		<ul style="list-style-type: none"> • Access to accessible natural greenspace • Provision of sports facilities (sqm per 1000 population) • Number of accessible playing pitches • Children and young people's participation in high quality PE/sport • Adult participation in sport • Access to services and facilities by public transport, walking and cycling • Numbers and severity of road traffic accidents
<p>3. To make efficient use of South East Lincolnshire's transport infrastructure, reduce the need to travel by car, and promote greater accessibility to services, employment, public transport, cycling and walking</p>	Facilitate a shift to more sustainable modes of transport?	<ul style="list-style-type: none"> • Mode of travel to work • Car or van ownership rates • Access to key services • Change in peak period traffic flows in Boston • Usage of rail stations
	Minimise the traffic impact of new development by ensuring people can access jobs, services and green infrastructure locally?	
	Help move freight from road to rail and sea?	
	Support initiatives to reduce congestion?	
	Maintain and enhance accessibility to public transport throughout the area?	
	Ensure that increased use of the Joint Line does not lead to significant disruption to movement and activity at Spalding?	
	Facilitate the delivery of key transport infrastructure?	
<p>4. To promote strong, secure, socially inclusive and cohesive communities for all residents of South East</p>	<p>Improve economic, social and environmental conditions to help reduce unemployment in the area, including for the most deprived areas, among disadvantaged groups,</p>	<ul style="list-style-type: none"> • Index of Multiple Deprivation (IMD) Rank (various categories)

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

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
	<p>infrastructure, public rights of way and biodiversity / geodiversity resources?</p> <p>Ensure appropriate mitigation for any biodiversity loss which may occur as a result of development?</p> <p>Protect and enhance the provision of green infrastructure, including children's play?</p>	<ul style="list-style-type: none"> • Change in area of designated biodiversity sites (ha) (RAMSAR, SPA, SAC, SSSI, NNR, LNR, LWS) • Area of UK priority habitats (ha) and trend of priority species in South East Lincolnshire • Amount of public open space provision • Allotment provision (ha) in the area • Amount (ha) of accessible natural greenspace • Number of new green infrastructure projects associated with new developments. • Number of planning applications with conditions to ensure works to manage/enhance the condition of SSSI features of interest. • Area of SSSIs in adverse condition as a result of development. • BAP habitat - created/managed as result of granting planning permission and which meet Biodiversity Action Plan targets
7. To conserve, enhance and promote South East Lincolnshire's distinctive urban and rural historic and built environment, heritage	<p>Conserve and enhance the character, appearance or setting of designated and non-designated heritage assets and the historic environment?</p> <p>Reduce the number and/or severity of designated and</p>	<ul style="list-style-type: none"> • Number of Listed Buildings (all grades) • Number of Scheduled Monuments

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
assets and their setting	non-designated heritage assets at risk?	<ul style="list-style-type: none"> • Number of Registered Parks and Gardens • Number of Conservation Areas • Number and % of heritage assets on Historic England’s Heritage at Risk Register • Register (Conservation Areas, Grade I and II* Listed Buildings, Listed Place of Worship, Protected Wreck Sites Registered Battlefields, Scheduled Ancient Monuments)
	Help ensure heritage assets contribute to tourism and place-shaping through their distinctive character and inspiration for the design of new development?	
	Ensure appropriate protection and/or recording of undiscovered archaeological features in areas of potential development?	
	Promote the sensitive and energy efficient adaptation, maintenance and re-use of historic buildings, assets and their setting?	
8. To protect the quality and character of landscape and townscape and seek opportunities for enhancement	Protect and enhance designated and non-designated areas of landscape and townscape character and quality?	<ul style="list-style-type: none"> • Loss of open land (ha) • Percentage annual gross housing completions on brownfield/greenfield land
	Ensure that the design of new development reflects the distinctive character and appearance of the local area?	
	Help regenerate degraded built environments?	
	Ensure appropriate mitigation for any adverse impact which may occur as a result of development?	
9. To protect and improve the quality of soil, air and water resources by encouraging their sustainable and efficient use	Contribute to maintaining local air quality, and improving existing conditions in AQMAs?	<ul style="list-style-type: none"> • Number of new dwellings • Percentage of rivers with good/fair quality in terms of chemical and biological factors • Daily domestic water use (per capita consumption litres) • % of water bodies achieving Water Framework Directive objectives • Per capita reduction in CO2 emissions in the local authority area
	Protect surface & groundwater quality and the physical integrity of aquifers?	
	Contribute to improving water quality?	
	Promote efficient use of water resources?	
	Reduce contaminated sites and promote remediation?	
	Minimise the loss of Grade 1, 2 and 3a agricultural land to development? Maintain and improve soil quality?	

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
		<ul style="list-style-type: none"> • Number of AQMAs • Concentrations of nitrogen dioxide in specific AQMAs • Car or van ownership rates • Amount of contaminated land • Loss of Grade 1, 2 and 3a agricultural land (ha) • Percentage annual gross housing completions on brownfield/greenfield land
10. To encourage the sustainable use of land and waste management	<p>Prioritise development on suitable previously developed land?</p> <p>Address the waste hierarchy through prevention, reuse, recycling and recovery of waste?</p> <p>Prioritise development on well-located sites, with access to employment and services by a choice of sustainable travel modes, especially in the towns and local service centres?</p> <p>Safeguard minerals resources in the area?</p>	<ul style="list-style-type: none"> • Percentage annual gross housing completions on brownfield/greenfield land • % of Municipal Waste landfilled, dry recycled and composted • Number of developments in mineral safeguarding areas
11. To reduce the risk of fluvial, coastal and surface water flood hazard to people, property and land in South East Lincolnshire by managing the risk and adapting to climate change	<p>Encourage integrated drainage, rainwater harvesting and sustainable drainage systems (SuDS)?</p> <p>Reduce the risk and impact of flooding on development sites and elsewhere, where possible reducing flood risk overall?</p> <p>Allow for flood management measures?</p> <p>Minimise the exposure of people to flood hazard?</p> <p>Where residual risk exists, flood resilience/resistance are secured in new and existing development?</p>	<ul style="list-style-type: none"> • Number of developments/infrastructure in a high-probability area • Number of planning permissions granted contrary to Environment Agency advice on flooding

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
	Ensure appropriate flood management measures are in place prior to development being permitted?	
12. To reduce South East Lincolnshire's greenhouse gas emissions and increase the area's resilience and ability to adapt to climate change	Reduce emissions of greenhouse gases, including by reducing the demand for energy, promoting energy efficiency and waste management?	<ul style="list-style-type: none"> • CO₂ emissions per head • Car or van ownership rates • Technical renewable energy resource potential • Existing and projected renewable energy development • Average domestic energy consumption (electricity and gas, kWh per Meter)
	Maximise the development of decentralised and renewable energy or low carbon technologies?	
	Minimise the risk from fluvial, coastal and/or surface water flooding?	
	Promote climate adapted design, resilient infrastructure and green infrastructure?	
	Allow for habitats and species to adapt to climate change?	
	Promote water efficiency?	
13. To promote business growth and create high quality employment opportunities with a sustainable and diverse economy	Safeguard employment and helps create net new jobs?	<ul style="list-style-type: none"> • Proportion of economically active people unemployed • Highest qualification attained • Industry of employment • Enterprises by industry • Employment by occupation • Number of active businesses • Number of new businesses and businesses ceased to exist • Average earnings of employees in the area • Gross mean pay • Size, age and nature of enterprise • % of long term unemployed claimants
	Promote employment development including for business start-ups and expansion of existing businesses and in key economic sectors?	
	Improve the diversity / resilience of the economy?	
	Encourage the use of local labour, goods and services?	
	Support the primacy of the town centres?	
	Support the creation of sustainable transport links to employment areas, especially to areas of high unemployment	
	Enable tourism opportunities to be exploited?	

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
		<ul style="list-style-type: none"> • Land currently in B1, B2 and B8 use classes • Available allocated employment land with and without planning permission • Employment land commitments and completions • Distribution of shopping floorspace (A1) • Number of vacant ground floor uses in town centres • Number of new visitor bedrooms available

Table 3: Assessment Criteria and Indicators for the Sustainability Appraisal of Sites

Assessment Criteria	Indicator	Data Sources
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Environmental			
Location of site in relation to international designated natural assets	RAMSAR, SPA and SAC	Over 5km	GIS
		400m-5km	
		Within 400m	
Location of site in relation to national designated natural assets	SSSI	Over 800m	GIS
		400m-800m	
		Within 400m	
Location of site in relation to national designated natural assets	Does the site fall within a SSSI Impact Risk Zone and have the potential to impact upon a SSSI?	Yes	Natural England (Magic Map)
		No	
Location of site in relation to national designated natural assets	National Nature Reserve	Over 800m	GIS
		400m-800m	
		Within 400m	
Location of site in relation to local designated natural assets	Local Nature Reserves, Local Wildlife Sites and Sites of Geological Interest	Over 800m	GIS
		400m-800m	
		Within 400m	
<p>Comments: The distances set out under the RAMSAR, SPA and SAC indicator are those that Natural England request are applied when considering housing development near to such internationally designated assets. With regards to the other designations listed, 400-800m is generally accepted as being a reasonable 5-10 minutes walking distance and therefore there would likely be a greater possibility for natural assets to be impacted upon.</p> <p>In order to measure the distance to each type of designated natural asset from all the site options, a mapping query was run on GIS. This calculated the distance from the closest asset of each category above to the nearest point of the site being assessed.</p>			
Impact on Historical Assets (e.g. Scheduled Ancient Monuments, listed buildings, conservation areas, archaeological remains, historic gardens and parks)	Heritage assets are protected and enhanced and/or has a positive effect on the historic environment including tacking heritage at risk or provides an opportunity to better reveal the significance of heritage assets		GIS, Google Maps/Street View, BBC/SHDC SHLAA information, input from Historic England, BBC's Consultant Architect, SHDC's Conservation Officer and LCC's Historic Environment Officer
	No impact - no heritage assets or their settings are likely to be affected		
	Development of the site would result in harm to the significance of heritage assets and/or their setting. It is likely that impacts can be avoided/mitigated		
	Development of the site will result in harm to the significance of heritage assets and/or their setting. It is unlikely that impacts can be avoided/mitigated		
<p>Comments: After consulting Historic England on the assessment criteria and indicators, it was considered by them that the original proposal to use distance would not be an appropriate measure of impact for this criterion. Consequently, we utilised the text suggested by their Planning Adviser. There is the potential for new development to have either positive or negative impacts on historical assets. Where harm would be caused the site received a negative score.</p>			

Impact on the Amenity, Character and Appearance of the Area	Impact on settlement coalescence - Location of site in relation to the nearest defined settlement	Within defined settlement limits	GIS, Google Maps/Street View, BBC/SHDC SHLAA information	
		Adjacent to defined settlement limits		
		Detached from defined settlement limits		
	Impact on landscape and townscape – Relationship with the existing development form, character and street pattern	Positive impact	GIS, Google Maps/Street View, BBC/SHDC SHLAA information	
		No impact		
		Minor impact (depending on implementation)		
		Significant adverse impact		
	Impact on natural features - Does the site include Ancient Woodland, TPO, open space, trees, hedgerows?	No adverse impact	GIS, Google Maps/Street View, BBC/SHDC SHLAA information	
		Minor impact (depending on implementation)		
		Significant adverse impact		
	Location of site in relation to noise/air pollution/'bad neighbour' uses a) Identified congestion 'hotspot'/'A' road/railway line b) Defined employment areas c) Landfill sites/sewage treatment works/waste transfer stations	No Impact	GIS, Google Maps/Street View, BBC/SHDC SHLAA information	
		Some impact		
		Significant impact		
	Comments: In order to preserve the character of the countryside and to prevent the coalescence of settlements it was decided that sites detached from defined settlement limits would score less positively than those adjacent to defined settlements limits given that they would likely have a significant adverse impact on the character of landscape. Sites within existing settlements scored the highest. The same approach was taken in relation to the impact on the landscape and townscape with sites that would have a poor relationship with the existing development form scoring negatively in comparison to those where there would be a more positive impact. A slightly different approach was taken for the natural features and 'bad neighbours' indicators whereby sites which would have a neutral impact scored most highly given that positive amenity and character impacts would be unlikely to be generated from locating new housing development in close proximity to these.			
	Avoidance of land liable to flood (coastal/fluviol/surface water)	Flood Zone	Zone 1	GIS, Environment Agency flood maps
Zone 2				
Zone 3a				
Zone 3b				
	Hazard Rating	Little or no hazard	GIS, Environment Agency flood	

		Low hazard	maps
		Danger to some	
		Danger for most	
		Danger for all	
	Flood Depth	No hazard	GIS, Environment Agency flood maps
		0m to 0.25m	
		0.25m to 0.50m	
		0.50m to 1.0m	
		>1.0m	

Comments: It was decided that the best way to address flood risk in the site assessments would be to apply the Sequential Test (and Exception Test where appropriate) using Environment Agency data for flood zones and the South East Lincolnshire Strategic Flood Risk Assessment hazard rating and flood depth for the year 2115 (fluvial and tidal). The text and scoring approach was agreed with the Environment Agency. The higher scores were attributed to sites in flood zones 1 or 2 that are subject to no hazard and no depth. A similar rating was also given to sites in flood zone 3a (with no hazard and no depth) that were situated in an area where few other sites are available with lower flood risk and it appears that the Exception Test can be passed. A more neutral rating was awarded to sites in flood zone 3a with a high hazard and depth that were situated in an area where sites are available with lower flood risk but its allocation should be considered to meet identified housing need. A negative score was given to sites in flood zone 3a with a high hazard and depth where other more suitable sites are available in the locality with lower flood risk (thus meaning the Sequential Test could not be passed). Finally, a very negative score was attributed to sites in flood zone 3a with a high hazard and depth that are located in an unsustainable location given that the Exception Test could not be passed.

Social

	Within a short walking distance to primary school	Within 600m	GIS, Department for Education
		600m-1.6km	
		1.6-3.2km	
		Over 3.2km	
	Within a short walking distance to secondary School/6 th Form	Within 1km	GIS, Department for Education
		1-3.2km	
		3.2-4.8km	
		Over 4.8km	
	Within a short walking distance to post 18 education providers (college/university)	Within 1km	GIS, Department for Education
		1-3.2km	
		3.2-4.8km	
		Over 4.8km	

Comments: The 3.2km threshold for walking to primary school and 4.8km threshold for secondary school/6th form and post 18 education providers are based on the statutory walking distances set out in Section 444(5) of the Education Act 1996. However, children are more likely to walk to school the shorter the distance they have to travel. 600-1000m represents between a 10-15 minute walk and so sites within those distances to a primary and secondary school scored most highly.

The distance to each of the facilities above was measured from the centre point of each site option.			
Within catchment (walking, cycling or short driving distance) of big supermarket	Distance measured to the following supermarket stores: Aldi (Queen Street, Boston; St Thomas's Road, Spalding) Asda (Lister Way, Boston) Lidl (Winsover Centre, Spalding) Morrisons (Horncastle Road, Boston; Wardentree Lane, Pinchbeck, Spalding) Sainsburys (Holland Market, Spalding) Tesco (New Hammond Beck Road, Boston; Boston Road South; Holbeach)	0m-1.6km	GIS, Google Maps/Street View, Institute of Highways and Transportation, Department for Transport
		1.6-3km	
		3-5km	
		5-7km	
		Beyond 7km	
<p>Comments: The tiered catchment area with buffers represents possible short walking, cycling and driving distances. The Institute for Highways and Transportation (Guidelines for Providing for Journeys on Foot (2000)) suggests that approximately 80% of walk journeys and walk stages in urban areas are less than 1 mile (1.6km). This was therefore considered an appropriate distance to include as the first tier. In terms of cycling, the Department for Transport (Cycle Infrastructure Design Local Transport Note (2008)), suggests that many utility cycle journeys are under 3 miles (approx. 4.8km), further tiers were therefore necessary to accommodate this. Lastly, driving for 7km at 30mph will take approximately 10 minutes (depending on traffic conditions) which is considered to be appropriate for a short driving distance.</p> <p>The distance to the nearest supermarket store was measured from the centre point of each site option.</p>			
Within short walking distance to local shop/supermarket	Within short walking distance to local shop/supermarket I.e. not those measured to above unless closer	Within 300m	GIS, Google Maps/Street View, Institute of Highways and Transportation
		300-600m	
		600m-1km	
		Over 1km	
Within short walking distance to healthcare, community and leisure services/facilities	Health service (GP, Community Hospital)	Within 300m	GIS, Maps/Street View, Institute of Highways and Transportation, Department for Transport
		300-600m	
		600m-1km	
		Over 1km	
	Amenity open space/green corridor	Within 300m	GIS, Google Maps/Street View, Institute of Highways and Transportation, Department for Transport, SEL Sports Provision and Open Space Assessment
		300-600m	
		600m-1km	
		Over 1km	
	Leisure Centre/Publically accessible playing pitches	Within 300m	GIS, Google Maps/Street View, Institute of Highways and Transportation. Department for
		300-600m	
		600m-1km	

		Over 1km	Transport, SEL Sports Provision and Open Space Assessment
<p>Comments: Residential development should be as close to as wide a range of shops and facilities as possible in order to reduce the need to travel by private car. An upper threshold of 1km was therefore used for the indicators above based on it being just below the preferred maximum suggested by the Institution of Highways and Transportation (Guidelines for Providing for Journeys on Foot (2000)) and represents an acceptable walking time of around 15 minutes when taking into consideration local circumstances. Sites nearer to services and facilities therefore scored highest.</p> <p>The distance to the nearest of each of the facilities above was measured from the centre point of each site option.</p>			
	Community Centre or Village Hall	Within 300m	GIS, Google Maps/Street View, Department for Transport, SEL Sports Provision and Open Space Assessment
		300-600m	
		Over 600m	
<p>Comments: The 600m walking distance was used on the basis that 10 minutes travel time for users of such facilities was found to be common in the South East Lincolnshire Sports Facilities and Open Space Assessment (2012).</p> <p>The distance to the nearest community centre or village hall was measured from the centre point of each site option.</p>			
Access to pedestrian, cycle and public transport links	Is all or most of the site (80%) within 400m of an existing or proposed bus stop or railway station?	Yes	GIS, Google Maps/Street View, Institute of Highways and Transportation
		No	
	Is all or most of the site (80%) within 1km of an existing or proposed PROW/Cycle Network?	Yes	GIS, Institute of Highways and Transportation
		No	
<p>Comments: Department for Transport Guidance on Inclusive Mobility (2005) states that in residential areas bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400m from their home - this equates to approximately 5 minutes travel time. 1km was used as the measure for PROW/the cycle network given that it is just below the preferred maximum suggested by the Institution of Highways and Transportation (Guidelines for Providing for Journeys on Foot (2000)) and represents an acceptable walking time of around 15 minutes when taking into consideration local circumstances.</p> <p>The distance to pedestrian, cycle and public transport links was measured so as to determine whether most of the site (80%) was within the stipulated 400m or 1km where relevant.</p>			
Will development of the site result in the loss of existing infrastructure such as:	Community, education, recreation or social facilities	No	GIS, Google Maps/Street View & BBC/SHDC SHLAA information
		Yes	
<p>Comments: The loss of community, educational, recreational and social facilities can have a negative impact on community cohesion, inclusivity, health and wellbeing and</p>			

the attainment of skills and qualifications, amongst other things. Their loss should therefore be avoided where possible and so where the development of a site would result in this it was scored negatively.

Impact on Road Network (e.g. Congestion)		Low/No impact	BBC/SHDC SHLAA information
		Moderate	
		High	

Comments: Road congestion can have a number of negative impacts including those on the economy, amenity and health. Therefore where a site would have a high impact on the existing road network it was given a negative rating. Where no or a low impact is expected the rating given was positive.

Economic

Within short driving distance of significant employment opportunities a) Main Town b) Retail Park c) Allocated or Existing Major Employment Area	a) Sub-Regional Centres Spalding Boston (incl. parts of Fishtoft and Wyberton Parishes) b) Springfields Retail Outlet Holland Market Retail Park c) Key sites considered - Boston: North End Business Park, Swineshead Endeavour Park, Boston Boston Trade Park, Boston Norprint Site, Boston Enterprise Park, Freiston Nelson Way Industrial Estate, Boston Broadfield Lane Industrial Estate, Boston Redstone Industrial Estate, Boston The Port Estate, Boston Riverside Industrial Estate, Boston Distribution Park, Kirton Enterprise Park, Sutterton Station Road Industrial Estate, Swineshead South Holland:	0m-1.6km	GIS, South East Lincolnshire Employment Land Technical Paper (2016), Institute of Highways and Transportation, Department for Transport
		1.6-3km	

	Millfield Road Industrial Estate, Donington Wardentree Lane/Enterprise Park, Spalding Clay Lake Industrial Estate, Spalding Cradge Bank Industrial Estate, Spalding Crease Drove Business Park, Crowland Wingland (Enterprise Park), Sutton Bridge Sutton Bridge Port and Extension, Sutton Bridge Long/Little Sutton Allocation, Little/Long Sutton Bridge Road Industrial Estate, Little/Long Sutton Fleet Road Industrial Estate, Holbeach	3-5km 5-7km Beyond 7km	
Within short walking distance of employment and retail opportunities a) Main Town b) Retail Park c) Allocated or Existing Major Employment Area	Sites considered as above	Within 300m 300-600m 600m-4km Over 1km	GIS, Google Maps/ Street View & BBC/SHDC SHLAA information, SEL Employment Premises & Land Review (2012), SEL Town Centre and Retail Capacity Study (2013), Institute of Highways and Transportation, Department for Transport
<p>Comments:</p> <p>Short driving distance: The tiered catchment area with buffers represents possible short driving distances. The tiered catchment area with buffers represents possible short walking, cycling and driving distances. The Institute for Highways and Transportation (Guidelines for Providing for Journeys on Foot (2000)) suggests that approximately 80% of walk journeys and walk stages in urban areas are less than 1 mile (1.6km). This was therefore considered an appropriate distance to include as the first tier. In terms of cycling, the Department for Transport (Cycle Infrastructure Design Local Transport Note (2008)) suggests that many utility cycle journeys are under 3 miles (approx. 4.8km), but commuter journeys can in fact be in excess of 5 miles (approx. 8km). Further tiers were therefore necessary to accommodate this. Lastly, driving for 7km at 30mph will take approximately 10 minutes (depending on traffic conditions) which is considered to be appropriate for a short driving distance.</p> <p>Short walking distance: Locating residential development within a reasonable walking distance of employment and retail opportunities can help provide better access and reduce the need to travel by private car. An upper threshold of 1km was therefore used for the above criterion based on it being an acceptable walking time of around 15 minutes. Sites nearer to employment and retail opportunities therefore scored highest.</p> <p>The distance to the nearest employment and retail opportunities was measured from the centre point of each site option.</p>			
Alleviate Deprivation (i.e. would development help to	Some areas in ward within top 10% most deprived nationally Some areas in ward within top 10-20% most deprived nationally		ONS

regenerate deprived areas/promote economic benefit)	Some areas in ward within top 20-30% most deprived nationally	
	Some areas in ward within top 30-40% most deprived nationally	
	No areas in ward within top 40% most deprived nationally	
Comments: Locating housing development within more deprived areas has the potential to help regenerate these areas and improve the economy. However, there are no real negative effects associated with the deprivation criterion given that the development of housing in an area that is not deprived is not negative in itself. The 2015 Indices of Multiple Deprivation (Department for Communities and Local Government) were used as indicators to ensure that the most up-to-date data was included.		
Location of site in relation to designated major new transport infrastructure i.e. ability to contribute to infrastructure provision by virtue of its proximity	Site adjacent to or within 500m from proposed transport route	GIS, BBC/SHDC SHLAA information
	Site 500m-1000m from proposed transport route	
	No potential to contribute (over 1000m from proposed transport route)	
Comments: Housing sites located nearer to a proposed transport route are more likely to contribute to its provision by virtue of its proximity. Those sites adjacent to or within 500m of a proposed transport route therefore scored higher than those where there was no potential for a contribution.		
In order to measure the distance to proposed transport routes from all the site options, a mapping query was run on GIS. This calculated the distance from the proposed route to the nearest point of the site being assessed.		

Sustainability Appraisal Methodology

Scoring System

- 4.6 In order to be able to score the key elements of the Local Plan against the SA Framework, the scoring system set out in Table 4 below was used. Use of the scoring system enabled us to identify whether a positive or negative effect would be generated in relation to each SA Objective. This allowed comparisons to be made between the likely impacts on a particular SA Objective of different policy options, policies and site options.

Table 4: Sustainability Appraisal Scoring System

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

- 4.7 The effects of each policy option and policies were recorded in tables and a pro forma was used for the assessment of site options for housing, Gypsies, Travellers and Travelling Showpeople, employment and retail. The criteria for determining the likely significance of effects on the environment are set out in Annex 1 of the SEA Directive.

Who carried out the assessment?

- 4.8 The Sustainability Appraisal has been undertaken ‘in-house’ by members of South Holland District Council’s Planning Policy Team. This enabled us to ensure that the results of the SA are fully integrated into the preparation of the Local Plan. No member of the team assessed their own policies to ensure that an independent view was given.

Difficulties and limitations encountered

- 4.9 It is a requirement of the SEA Directive that any difficulties encountered when undertaking the appraisal are identified. The strategic nature of some of the Local Plan policies and a lack of specificity about the exact locations of development in some instances has meant that there is uncertainty as to their implementation and their ultimate effects. Other unknown factors such as

configuration, design and the timing of development as well as decisions made by Development Management Officers can also influence the effects that could occur. Where this is the case, this has been indicated accordingly in the assessment.

- 4.10 In addition, the considerably large number of site options to be appraised meant that it was necessary to formulate a range of assessment criteria and indicators to ensure consistency across the board. These criteria and indicators are set out in Table 3 above.

5. Developing and refining options and assessing the effects

- 5.1 Developing options for the Local Plan is an iterative part of the SA process, usually involving a number of consultations with the statutory consultees, stakeholders and members of the public. The Local Plan has been subject to SA at key stages, followed by public consultation (as outlined in Figure 1). The representations received in relation to the Local Plan and Sustainability Appraisal have helped to identify where there are 'reasonable alternatives' to the options being considered for the Local Plan.

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

- 5.3 This section begins by looking at the findings of the SA in relation to the Local Plan's Strategic Priorities. It then goes on to consider the identification, development and appraisal findings of the policy options, followed by the identification and development of site options. The likely significant effects of the Publication Version policies (including cumulative effects) and the site options considered are set out in sections 6 and 7 respectively.

Strategic Priorities Assessment

- 5.4 The Publication Version Local Plan includes the vision for the plan area to 2036. In order to deliver this vision, it sets out a number of Strategic Priorities to be met.
- 5.5 Given that conflicts can arise as a result of conflicting Sustainability Appraisal Objectives and Local Plan Strategic Priorities, a compatibility assessment was undertaken to determine tensions between the Local Plan's Strategic Priorities and the SA Objectives. By doing so, we can ensure that the Local Plan will deliver sustainable development and will not have negative impacts on the society, environment and economy of South East Lincolnshire. If conflicts were identified between the two, then changes could be made.

- 5.6 Although the Local Plan's Strategic Priorities are distinct from the SA Objectives, there is significant overlap between them.
- 5.7 The following table (Table 5) summarises the findings of the compatibility assessment of the Local Plan Strategic Priorities and SA Objectives. The majority of the SA Objectives proved to be either compatible, neutral or would depend upon implementation. However, the assessment indicates that there are some potential conflicts and some uncertainties in relation to two Strategic Priorities. These conflicts and uncertainties are considered in more detail in Table 6.

Table 5: Compatibility Assessment of Local Plan Strategic Priorities and SA Objectives

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

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

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

Table 6: Potential Conflicts between SA Objectives

Objective	Objective in Conflict	Conflict
<p>1. To provide a mix of sustainably designed new housing to provide everybody in South East Lincolnshire with the opportunity to live in a decent and affordable home in the area they want to live</p>	<p>6.To protect, enhance and sustain green infrastructure, biodiversity and geodiversity across South East Lincolnshire</p> <p>7.To conserve, enhance and promote South East Lincolnshire’s distinctive urban and rural historic and built environment, heritage assets and their setting</p> <p>8.To protect the quality and character of landscape and townscape and seek opportunities for enhancement</p> <p>9. To protect and improve the quality of soil, air and water resources by encouraging their sustainable and efficient use</p> <p>10.To encourage the sustainable use of land and waste management</p> <p>11. To reduce the risk of fluvial, coastal and surface water flood hazard to people, property and land in South East Lincolnshire by managing the risk and adapting to climate change</p> <p>12.To reduce South East Lincolnshire’s greenhouse gas emissions and increase the area’s resilience and ability to adapt to climate change</p>	<p>New housing developed to support this objective will impact upon natural resources, consuming more energy (and producing more carbon emissions) and producing more waste. The siting of development will increase the take-up of land which is likely to impact upon the landscape and could have an adverse impact upon biodiversity and heritage.</p> <p>The attainment of the building materials and building process itself could impact on land, water and air quality. Provision of additional housing may also increase flood risk.</p>
<p>13. To promote business growth and create high quality employment opportunities within a sustainable and diverse economy</p>	<p>6.To protect, enhance and sustain green infrastructure, biodiversity and geodiversity across South East Lincolnshire</p> <p>7.To conserve, enhance and promote South East Lincolnshire’s distinctive urban and rural historic and built environment, heritage assets and their</p>	<p>Increased economic development will increase energy use (and carbon emissions). Activity is also likely to lead to an increased use of natural resources and waste. Provision of new employment land could have an adverse impact upon habitats and upon the landscape,</p>

	<p>setting</p> <p>8.To protect the quality and character of landscape and townscape and seek opportunities for enhancement</p> <p>9. To protect and improve the quality of soil, air and water resources by encouraging their sustainable and efficient use</p> <p>10.To encourage the sustainable use of land and waste management</p> <p>11. To reduce the risk of fluvial, coastal and surface water flood hazard to people, property and land in South East Lincolnshire by managing the risk and adapting to climate change</p> <p>12.To reduce South East Lincolnshire’s greenhouse gas emissions and increase the area’s resilience and ability to adapt to climate change</p>	<p>townscape and heritage.</p> <p>The attainment of the building materials and building process itself could impact on land, water and air quality. Provision of additional housing may also increase flood risk.</p>
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Identification, Development and Appraisal of Policy Options

5.8 Policy options that were originally intended to be included in Part 1 (a Strategy and Policies Development Plan Document) of the South East Lincolnshire Local Plan were identified and presented within the Combined Preferred Options and Sustainability Appraisal Report published in May 2013. Those options were subject to SA at the time, and the findings were described within the Combined Report.

5.9 Once the decision was taken to produce a single Local Plan, it was considered necessary to identify and appraise options for the new policies that would be included and for those policies where significant changes had taken place in respect of the options. Nevertheless, it was considered that significant changes had not taken place in relation to the options for eight policies. Therefore re-appraisal was not required. The options appraisal in the Preferred Options report is therefore still relevant for the following policies¹:

- Presumption in favour of Sustainable Development
- Development Management
- Design of New Development
- The Natural Environment
- The Historic Environment
- Pollution
- Climate Change and Renewable and Low Carbon Energy
- Promoting Safe, Accessible Open Space, Sport and Recreational Facilities

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

5.10 The reasonable options have been derived from a range of sources, including background evidence studies and previous public consultations. Each of the options were assessed against the SA Framework (set out in section 2 of this document), the results of which are summarised in Table 7 (the full assessments can be found in Appendix 3 accompanying the SA Main Report).

¹ It should be noted that the title 'Promoting Safe, Accessible Open Space, Sport and Recreational Facilities' has changed to 'Community, Health and Wellbeing' in the Publication Version of the Plan, although the thrust of the policy remains the same.

Table 7: Preferred Policy Options and Reasonable Alternatives Considered

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

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

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
Policy 5: Strategic Approach to Flood Risk	To provide a strategic approach to flood risk that is specific to the issues in South East Lincolnshire.	To rely upon national flood risk guidance.	<p>This option was selected as it is considered to be the most sustainable approach given the specific flood risk issues in the Local Plan area. This option would better help direct development away from flood risk areas and more effectively mitigate any residual risk by taking into consideration the particular challenges and needs of South East Lincolnshire.</p> <p>An alternative option to rely upon national flood risk guidance was rejected. This option would generate positive impacts in relation to a number of Sustainability Objectives, however it would not specifically reflect the issues known to exist in South East Lincolnshire.</p>
Policy 6: Meeting Physical Infrastructure and Service Needs	To provide a policy framework approach to meeting the expected physical infrastructure and service needs of the planned development promoted by the Local Plan.	To provide for the physical infrastructure and service needs arising from new development on an application by application basis.	<p>This option was chosen because it would provide the best approach given that the infrastructure needs arising from the Local Plan can, in the most part, be anticipated. This would mean that developers, service providers and the community are better prepared for meeting the investment needed to provide physical infrastructure and needs to deliver the Local Plan over the plan period.</p> <p>An alternative option to provide for the physical infrastructure and service needs arising from new development on an application by application basis was rejected given that it might mean that infrastructure provision is not co-ordinated with development or a phase of development. This could have an adverse impact on existing infrastructure until such a time as provision is made or sufficient funding is sought to enable delivery.</p>
Policy 7: Developer contributions	Negotiate developer contributions on an application by application basis to help provide site-specific infrastructure, in	As the preferred option but for each Local Planning Authority to adopt a Community Infrastructure Levy Charging Schedule to aid infrastructure	The preferred option was chosen as evidence indicates that proposals in the Local Plan area can contribute a meaningful level of developer contributions as part of a viable development, whereas introducing a CIL would not be viable in Boston Borough and would not deliver meaningful sums to

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

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

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

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			Using this detailed evidence to meet objectively assessed housing needs, including for market housing, affordable housing and other specialist housing would seem to be the most reasonable option.
Policy 11: Distribution of New Housing	To distribute the opportunities for new housing provision to meet the specific housing needs of the Plan area according to the Objectively Assessed Housing Needs and the Strategic Housing Land Availability Assessment with consideration of the sustainability of settlements in the Settlement Hierarchy.	To distribute the opportunities for new housing provision to meet the overall housing needs of the Plan area according to the Objectively Assessed Housing Needs and the Strategic Housing Land Availability Assessment but not in respect of the sustainability of settlements in the Settlement Hierarchy.	<p>The preferred option was selected because it ensures sustainability issues including flood risk and the capacity of existing physical and community infrastructure can help guide the scale of new development. This means it is less likely that significant new infrastructure will be required to make a scheme acceptable. Concentrating the majority of development within the settlements in the settlement hierarchy will have a positive effect on sustainable access and the delivery of affordable housing having a positive impact on social inclusion. It will also help ensure that new housing and employment development are linked meaning jobs for residents can be delivered close to where people live.</p> <p>An alternative option to distribute the opportunities for new housing provision to meet the overall housing needs of the Plan area according to the Objectively Assessed Housing Needs and the Strategic Housing Land Availability Assessment but not in respect of the sustainability of settlements in the Settlement Hierarchy was discounted. This is because it would likely mean that some new housing development would be located in settlements that have poor access to facilities for health, sport and recreation, sustainable modes of transport and education. This would have a negative impact on a number of Sustainability Objectives.</p>
Policy 12: Vernatts Sustainable Urban Extension	To identify a broad location for the development of approximately 4,000 dwellings to the north of the Vernatts Drain and the line of the	N/A	The preferred option was selected because it is the only reasonable option given the important role that it will take in facilitating the delivery of the Spalding Western Relief Road. To develop a sustainable urban extension elsewhere in Spalding would limit its ability to contribute to the SWRR and

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

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
Policy 14: Providing a Mix of Housing	To include a policy based upon up-to-date evidence with regard to the mix of property that is most likely to meet the needs of the area over the Local Plan period.	To not include a policy and rely upon market and consumer demand to bring about an appropriate mix of housing.	<p>benefits.</p> <p>The preferred option was chosen because it will better help meet identified local needs in the long term, meaning needs can be delivered at the strategic level rather than by a piecemeal approach. It will better help meet the affordable housing need over the Local Plan period in terms of the mix of property types that are likely to be required.</p> <p>An alternative option to not include a policy and rely upon market and consumer demand to bring about an appropriate mix of housing was discounted. This option would contribute towards meeting the affordable housing need in the Local Plan area, however a piecemeal approach based purely on market indicators is unlikely to be helpful to assess the needs at the strategic level. This may result in an undersupply of the most required types of affordable housing.</p>
Policy 15: Affordable Housing	To include a policy that provides mechanisms by which more affordable housing can be provided to meet needs.	To rely upon existing housing agencies and the private rented sector to meet the needs of those requiring affordable housing	<p>The preferred option was selected as it would secure the highest proportion of affordable homes in a far wider range of circumstances than the alternative.</p> <p>The alternative option to rely upon existing housing agencies and the private rented sector to meet the needs of those requiring affordable housing was therefore rejected. This option was considered to be contrary to the NPPF which states that local planning authorities should ensure that their Local Plan meets the full, objectively assessed needs for affordable housing. There is less certainty that the identified affordable housing need would be met with this approach given that no control could be exercised over the number of affordable homes that are provided. It would also undermine attempts to create mixed and balanced communities.</p>
Policy 16: Rural	To provide a policy framework	<ul style="list-style-type: none"> To rely upon the allocated 	The preferred option was chosen as it would provide a

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
Exception Sites	by which proposals for rural housing exceptions sites may come forward to meet the specific housing needs of a settlement.	<p>housing sites to meet the objectively assessed housing needs for market and affordable housing; or</p> <ul style="list-style-type: none"> To identify rural housing exception sites to meet the specific housing needs of a settlement that are not met by allocated housing sites 	<p>framework whereby Rural Exceptions Sites could be considered to meet the need identified to 2036. This approach is most likely to address affordable housing need, including specialist provision in the rural area and will provide more certainty to delivery.</p> <p>An alternative option to rely upon the allocated housing sites to meet the objectively assessed housing needs for market and affordable housing was discounted. This was because many sites in rural areas may be below the 11 dwelling threshold (or 1000sqm gross floorspace) to qualify for affordable housing, or sites above the threshold may not be able to provide for affordable housing as part of a viable scheme. As a result, leaving it to the market is not likely to meet acute affordable housing need in the rural area as it will not address the need in smaller settlements that do not have allocations.</p> <p>A further option to identify rural housing exception sites to meet the specific housing needs of a settlement that are not met by allocated housing sites was also discounted. Given that the scale and variety of specific housing needs varies by settlement, and because there are numerous settlements in the spatial strategy, this could limit flexibility for providers.</p>
Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople	To allocate land to meet the need identified for Gypsies, Travellers and Travelling Showpeople accommodation in the Boston and South Holland Gypsies, Travellers and Travelling Showpeople Accommodation Assessment (November 2016), and to	To allocate land to meet the need identified for Gypsies, Travellers and Travelling Showpeople accommodation in the Boston and South Holland Gypsies, Travellers and Travelling Showpeople Accommodation Assessment (November 2016)	<p>The preferred option was chosen as it will not only help ensure that the accommodation needs for Gypsies, Travellers and Travelling Showpeople is met across the plan area, the criteria-based element against which planning applications can be judged will also mean that specific key issues can be addressed through policy. The framework will help provide more certainty for residents, applicants and decision makers.</p> <p>It is considered to be unreasonable not to include a policy in</p>

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

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
Policy 20: Reuse of Buildings in the Countryside for Residential Use	To produce a policy approach that takes into account local circumstances, supporting the appropriate conversion of redundant rural buildings to residential use in the countryside.	To rely on national policy guidance in the NPPF to guide the location, nature and extent of development within the countryside.	<p>housing stock.</p> <p>The preferred option was chosen as it promotes the conversion of rural buildings to residential use which will add to the rural housing stock, making sustainable use of materials and land. Setting out a framework by which applications for the conversion of redundant buildings to residential use should be determined also helps to provide more certainty for residents, applicants and decision makers.</p> <p>An alternative option to rely on national policy guidance in the NPPF to guide the location, nature and extent of development within the countryside was discounted. This was because the pro sustainable development stance of the NPPF may provide less weight or opportunity to factor in the impact of development proposals on certain aspects of the built and natural environment such as, ecology and biodiversity, heritage assets and the character of the landscape.</p>
Policy 21: The Retail Hierarchy	<p>Part 1: To identify town centre and primary shopping area boundaries in accordance with the South East Lincolnshire Town Centre and Retail Capacity Study (2013) and other up-to-date evidence such as annual monitoring undertaken by each Local Planning Authority.</p> <p>Part 2: To include a policy that reflects national policy on sequential and impact tests but to set a local threshold for impact tests for additional</p>	<p>Part 1: To identify town centre and primary shopping area boundaries in accordance with the Retail Study.</p> <p>Part 2: To include a policy that reflects national policy on sequential and impact tests.</p>	<p>Part 1: The preferred option was selected because it would recognise the current position in each centre and will ensure that the town centres are robust in the long term, better reflect the existing level of retailing and will help maintain their current levels of health. This is in accordance with the NPPF which states that local planning authorities should ‘define a network and hierarchy of centres that is resilient to anticipated future economic changes’. An alternative option to identify town centre and primary shopping area boundaries in accordance with only the Retail Study was discounted given that it would not take into account recent evidence and would therefore not reflect the up-to-date position in each centre.</p> <p>Part 2: The preferred option was selected as it would ensure that new development would not have a negative impact on the area’s town centres and would help support their on-</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
	<p>floorspace of 500sqm (gross) for Boston town and 250sqm (gross) for Spalding and the District and Local Centres.</p>		<p>going operation and development. Setting a lower threshold - (500sqm (gross) for Boston town and 250sqm (gross) for Spalding and the District and Local Centres - for when an impact assessment will be required will help protect the town centre from medium and large scale out-of-centre food stores and other shops which could have significant adverse impacts. It should help support existing jobs and create new employment in the area. An alternative to include a policy that reflects only national policy on sequential and impact tests was rejected because it would mean that main town centre uses (including leisure facilities) of 2500sqm could be an acceptable size in the town centres before an impact assessment is required. Depending on the type and scale of development promoted it could lead to a significant adverse impact on the vitality and viability of the town centres; the overall quantity of retail floorspace in the town centres, and the scale of individual retail units typically found in these centres, mean that a development of 2,500 sq m (around 25,000 sq ft) would potentially represent both a significant proportion of the total and a very large unit in the local context. Such a development would therefore have the potential to significantly affect the sustainability of shopping patterns in the area. This may be particularly noticeable in the smaller town centres of the Main Service Centres.</p>
<p>Policy 22: Primary Shopping Frontages</p>	<p>Part 1: To identify primary frontages in Boston and Spalding Town Centres in accordance with the South East Lincolnshire Town Centre and Retail Capacity Study (2013), and other up-to-date evidence identified through annual monitoring for units</p>	<p>Part 1: To rely on the 2015 Use Classes Amendment Order (Permitted Development Rights) and national policy</p>	<p>Part 1: The preferred option was chosen because, overall, it would better ensure the continued vitality and viability of Boston and Spalding's Primary Shopping Areas. This option would recognise the current position in each centre (by taking into account the findings of the Retail Study and annual monitoring) and reflect the provisions in the Permitted Development Rights. This is in accordance with the NPPF which states that local planning authorities should clearly define primary frontages in designated centres. An alternative</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
	<p>above the thresholds identified in Permitted Development Rights or any successor.</p> <p>Part 2: To include a policy which would allow for non-A1 uses in the Primary Shopping Frontages except where the number or coalescence of such uses, within larger units, would undermine the retail function or harm the vitality and viability of the Primary Shopping Area.</p>	<p>Part 2: To include a policy which sets out the percentage of non-A1 uses that would be allowed along any one Primary Shopping Frontage within larger units.</p>	<p>option to rely on the 2015 Use Classes Amendment Order (Permitted Development Rights) and national policy was discounted given that it would mean that units could potentially become non-A1 uses which may have an adverse impact on the vitality and viability of Boston and Spalding's Primary Shopping Areas.</p> <p>Part 2: The preferred option was chosen as it would maintain the primary retail function of larger units within each Primary Frontage, whilst recognising that non-A1 uses may have certain characteristics that would contribute to the vitality and viability of that frontage. This option would enable recognition of the current position in each centre at the time a planning application is submitted. Furthermore, it is in accordance with the NPPF which states that local planning authorities should clearly defined primary frontages in designated centres and set policies that make clear which uses will be permitted in such locations.</p> <p>An alternative option to include a policy which sets out the percentage of non-A1 uses that would be allowed along any one Primary Shopping Frontage within larger units was rejected. This was because it was considered that limiting the number of non-A1 uses within a Primary Shopping Frontage to a set percentage could result in larger buildings remaining vacant for a long period. This could lead to experiences of antisocial behaviour and, clearly, vacant buildings that are left to decline will have a negative impact on townscape.</p>
<p>Policy 23: Additional Retail Provision</p>	<p>To include a policy that identifies South East Lincolnshire's additional comparison and convenience floorspace requirements in</p>	<p>N/A</p>	<p>The preferred option was selected as it is the only reasonable option. Given that the NPPF states that it is important that retail needs are met in full, it is appropriate that a policy approach is taken which involves identifying South East Lincolnshire's additional comparison and convenience</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
	accordance with the South East Lincolnshire Town Centre and Retail Capacity Study (2013).		floorspace requirements in accordance with the need identified in the South East Lincolnshire Town Centre and Retail Capacity Study (2013). This option reflects recent evidence based on more recent trading density data and the current position in each centre projected forward to identify demand for the short and long term.
Policy 24: The Natural Environment	To include a policy that seeks to protect and, where possible, enhance the natural environment.	To not include a policy on the natural environment and rely on national guidance in the NPPF.	The preferred option was selected as it will produce a policy that provides a local flavour to the NPPF context and there is no evidence to suggest that South East Lincolnshire's Natural Environment can be better protected and enhanced through reliance on national policy alone.
Policy 25: The Historic Environment	To include a policy that seeks to protect and, where possible, enhance the historic environment.	N/A	The preferred option was chosen as there is only one reasonable policy option given that the NPPF states that Local Planning Authorities should set out a positive strategy for the historic environment. However, it is also important that any preferred policy approach reflects local circumstances and views. It is not a reasonable option to rely on guidance in the NPPF alone.
Policy 26: Pollution	To include a locally distinct policy approach to pollution.	N/A	The Preferred Options report did not consider a separate approach to pollution, although the proposed Environment Policy included contamination criteria, along with natural and historic environment criteria. No reasonable alternatives were considered to exist and so it was determined that a specific policy on pollution should be included in the local plan.
Policy 27: Climate Change and Renewable and Low Carbon Energy	To include a positive policy detailing how South East Lincolnshire will contribute to the need to adapt to, and mitigate against, climate change. This will also include an approach to renewable and low carbon energy and how	N/A	The preferred option was chosen as it is the only reasonable approach given that the NPPF states that Local Authorities should have a positive strategy to promote energy from renewable and low carbon sources. It is also important that any preferred policy approach reflects local circumstances and views. It would be unreasonable not to seek to address the issues

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
	such development will be dealt with through the development management process across South East Lincolnshire.		arising from climate change or to actively discourage renewable and low carbon energy generation, as this would be contrary to the NPPF. At present no evidence is available to suggest that there is a need to allocate any sites within South East Lincolnshire to deliver renewable and low carbon energy schemes. As such, it is unreasonable to outline a policy approach that seeks to identify a broad need for such schemes.
Policy 28: Community, Health and Wellbeing	This policy was dealt with under the following 3 separate headings in the Preferred Options Report; Open Space, Sport and Recreation; Safe and Accessible Environments; and Equality of Access to Community Facilities. Taken together, the preferred option is to include a policy that: seeks to ensure that all sections of the community have access to high-quality open space and opportunities for sport and recreation by protecting and, where possible, enhancing such community facilities; requires new development to create environments which are safe and accessible, which discourage crime and disorder (and the fear of crime), and which encourage community use; and seeks to ensure that	To not include a policy on community, health and wellbeing and to rely on national guidance in the NPPF.	The preferred option was selected because although all the issues that might be contained in a Local Plan policy are already covered by the NPPF's provisions, a Local Plan policy can express them more directly and with a local context, and can ensure that anyone who wishes to participate in the planning process in South East Lincolnshire is aware of these issues without needing to refer to the NPPF.

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
	all sections of the community have access to the services which are needed to support their education, health, and social, cultural and spiritual well-being.		
Policy 29: Delivering a More Sustainable Transport Network	To rely on the NPPF but to also include a policy within the Local Plan to reflect up-to-date local strategies and priorities.	To rely on the NPPF.	The preferred option was chosen as it will better address congestion and promote an improved public and sustainable transport network, thereby improving access to local services and facilities. Including a locally distinct policy will help address specific local issues – such as identified congestion ‘hotspots’ and areas of poor connectivity – and priorities. It is unreasonable to produce a policy approach that fails to recognise the importance of sustainable transport and accessibility as this would be contrary to the provisions of the NPPF.
Policy 30: Delivering the Spalding Transport Strategy	To rely on the NPPF but to also include a locally distinct policy within the Local Plan which will help deliver transport solutions identified in the Spalding Transport Strategy (September 2014).	To rely on the NPPF.	The preferred option was selected as it would promote a locally tailored approach better suited to addressing the specific transport issues identified within Spalding in the Spalding Transport Strategy. An alternative option to rely only on the NPPF was rejected on the basis that it would not address local issues and priorities.
Policy 31: Vehicle and Cycle Parking	To rely on the NPPF but to also include a policy within the Local Plan to reflect up-to-date local strategies and priorities.	To rely on the NPPF.	The preferred option was selected as it would promote a locally tailored approach better suited to addressing the specific car parking issues identified in South East Lincolnshire. It would also provide more clarity on local cycle parking requirements. An alternative option to rely only on the NPPF was rejected on the basis that a locally tailored approach that reflects local strategies and priorities would be able to better address local

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			circumstances and would provide the clarity mentioned above.

Identification and Development of Site Options

Housing Sites

- 5.11 Site options for housing development were identified through the Strategic Housing Land Availability Assessment (SHLAA) (January 2016, subsequently replaced by an updated July 2016 version). The SHLAA assesses the suitability, availability and achievability of sites. Where all three elements are satisfied, a site is considered as being developable.
- 5.12 In terms of the sustainability appraisal, only those housing sites that were identified within the SHLAA as being developable were assessed. Sites outside of the top 3 tiers of the Spatial Strategy – Sub-Regional Centres, Main Service Centres and Minor Service Centres – were also not appraised given that their allocation would be contrary to the principles of the settlement hierarchy. As such, these were not considered to be ‘reasonable alternatives’. The site assessments have been refined through on-going evidence collection and discussions/representations with infrastructure providers and other stakeholders as a result of the consultations undertaken in January 2016 and July 2016. All the SA housing site assessments can be found in Appendices 5 (Preferred Sites) and 6 (Reasonable Alternatives) of the SA Main Report. Sites where construction was already known to have begun following planning permission being granted have not been included. Where planning permission has been granted for a site since the SA assessment and the assessment identified negative impacts, it is considered that the relevant Planning Committee, and Development Management officers will have been confident that these issues could be addressed through certain implementation measures (such as design, layout and the use of planning conditions and s106 legal agreements etc.).

Gypsy, Traveller and Travelling Showpeople Sites

- 5.13 Few site options were considered in respect of Gypsy, Traveller and Travelling Showpeople sites. The Boston and South Holland Gypsy and Traveller Accommodation Assessment (November 2016) identified a need arising for one residential plot for a travelling showperson’s household at The Stables, Baulkins Drove, Sutton St James. An assessment undertaken of the site indicated that it is available, achievable and suitable, and therefore ‘developable’, so it was subject to SA. With respect to meeting the need for residential pitches for gypsy and traveller households in South Holland, three potential sites were put forward by landowners. However, only one was identified as ‘developable’ and assessed as part of the SA. No sites have been identified for Boston. The two site assessments can be found in Appendix 7 of the SA Main Report.

Employment Sites

- 5.14 Site options for employment were identified through an Employment Land Assessment². In total, 24 sites were identified which either have land available for employment use on site or are currently unallocated, and without permission. These sites underwent sustainability appraisal and are presented in Appendix 8 of the SA Main Report.

Retail Sites

- 5.15 The site options identified for retail were those submitted to us through the Local Plan process and were sites where we knew interest had been expressed in the past with regards to utilising that land for retail or commercial use. The sustainability appraisal of these sites can be found in Appendix 9 of the SA Main Report.
- 5.16 The SA findings for all of the housing, Gypsies, Travellers and Travelling Showpeople, employment and retail site options are summarised in Appendices 1 - 4 respectively at the end of this Non-Technical Summary.

² South East Lincolnshire Employment Land Availability Assessment 2017

6. Likely Significant Effects of the Publication Version Policies

6.1 This section presents the SA findings for the policies in the Publication Version of the Local Plan (March 2017). The SA scores for all of the policies in the Local Plan are presented in Table 8 overleaf and the cumulative effects of the Plan as a whole are described by SA objective underneath the table.

6.2 In accordance with the SEA directive, the effects are predicted taking into account the criteria presented in Annex 1(f). The following were therefore considered when assessing each policy:

- a) the significance of the effect using the scoring system outlined in Table 4.
- b) the duration of the effect in terms of the short-term (0-5 years), medium-term (5-10 years) and long-term (15 years +);
- c) the likelihood of the effect; and
- d) whether the effect would be permanent or temporary (or if there is the *potential* for the effect identified to be permanent or temporary).

Table 8: Summary of SA of the Publication Version Local Plan Policies

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

	Objective 1. Housing	Objective 2. Health and well-being	Objective 3. Transport	Objective 4. Socially inclusive communities	Objective 5. Education	Objective 6. Green infrastructure and biodiversity	Objective 7. Heritage	Objective 8. Landscape and townscape	Objective 9. Air, soil and water resources	Objective 10. Sustainable use of land and waste	Objective 11. Flood risk	Objective 12. Climate change	Objective 13. Employment
Policy 14: Providing a Mix of Housing	✓✓	0	✓	✓✓	0	✓	✓	✓	✓	✓	✓	✓	✓
Policy 15: Affordable Housing	✓✓	✓	✓/X	✓	✓	?	?	?	X	X	✓	✓/X	?
Policy 16: Rural Exception Sites	✓✓	✓	✓/X	✓	✓	?	?	?	X	X	✓	✓/X	?
Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople	✓✓	✓	✓/X	✓✓	✓	?	?	?	X	X	✓	✓/X	?
Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings	✓	✓	✓/X	✓/X	✓	✓	✓	✓	✓	✓✓	✓	✓/X	✓✓
Policy 19: Replacement Dwellings in the Countryside	✓	?	X	?	?	?	?	✓	✓	✓	✓	✓/X	?
Policy 20: Reuse of Buildings in the Countryside for Residential Use	✓✓	?	X	?	?	✓/X	✓	✓	✓	✓✓	✓/X	✓/X	?
Policy 21: The Retail Hierarchy	✓	✓	✓	✓	?	✓/X	✓	✓/X	✓	✓	✓/X	✓/X	✓✓
Policy 22: Primary Shopping Frontages	✓	✓	✓	✓	?	✓/X	✓	✓/X	✓	✓	✓/X	✓/X	✓✓
Policy 23: Additional Retail Provision	✓	✓	✓	✓	?	✓/X	✓	✓/X	✓	✓	✓/X	✓/X	✓✓
Policy 24: The Natural Environment	0	✓	✓/X	✓/X	✓	✓✓	✓	✓✓	✓	✓	✓	✓/X	✓/X
Policy 25: The Historic Environment	✓/X	✓	0	✓	✓	✓	✓✓	✓✓	0	✓	0	✓/X	✓
Policy 26: Pollution	0	✓	✓	✓	✓/X	✓	✓	✓	✓✓	✓/X	✓	✓✓	✓
Policy 27: Climate Change and Renewable and Low Carbon Technology	✓	✓	✓	✓	✓/X	✓	✓	✓/X	✓	✓/X	✓✓	✓✓	✓
Policy 28: Community, Health and Wellbeing	✓	✓✓	✓	✓✓	✓	✓✓	✓	✓	✓	0	✓	✓	✓
Policy 29: Delivering a More Sustainable Transport Network	0	✓	✓✓	✓	✓	✓/X	✓/X	✓/X	✓	0	0	✓	✓
30: Delivering the Spalding Transport	0	✓	✓✓	✓	✓	✓	✓/X	0	✓/X	0	0	✓	✓

	Objective 1. Housing	Objective 2. Health and well-being	Objective 3. Transport	Objective 4. Socially inclusive communities	Objective 5. Education	Objective 6. Green infrastructure and biodiversity	Objective 7. Heritage	Objective 8. Landscape and townscape	Objective 9. Air, soil and water resources	Objective 10. Sustainable use of land and waste	Objective 11. Flood risk	Objective 12. Climate change	Objective 13. Employment
Strategy													
31: Vehicle and Cycle Parking	0	✓	✓	✓	✓	✓/X	0	✓	✓	0	✓/X	✓	✓

Objective 1: Housing

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

Objective 2: Health and Wellbeing

- 6.5 A number of the policies in the Local Plan are likely to have either a positive or significant positive impact on this objective. Locating development in line with the Spatial Strategy and Distribution of New Housing policies (i.e. the majority being directed towards the Sub-Regional Centres and Main Service Centres) will increase accessibility to key facilities and services by more active modes of travel such as walking and cycling. This is also where the majority of healthcare facilities are located which will have a significant positive impact on health and wellbeing. Furthermore, the Community, Health and Wellbeing policy will help create opportunities for exercise nearby, thereby supporting healthy and active lifestyles. This will have a significant positive impact given the identified low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. It will also mean that community facilities and open space could be provided and/or existing ones enhanced (where necessary) where development will increase the need for it. Policy 8: Improving South East Lincolnshire's Employment Land Portfolio and Policy 9: Promoting a Stronger Visitor Economy will also have significant positive impacts given that being in employment is linked to mental wellbeing and is generally seen as being a contributor to higher levels of self-esteem.
- 6.6 A number of other policies are also likely to have a positive impact on health and wellbeing such as Policy 3: Development Management, Policy 12: Vernatts Sustainable Urban Extension, Policy 13: Holbeach West Sustainable Urban Extension, Policy 24: The Natural Environment, Policy 25: The Historic Environment and some other housing and transport related policies. They are likely to have a positive impact in terms of promoting walking and cycling and should contribute towards providing increased and improved opportunities for undertaking

outdoor leisure, with its associated benefits for health.

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

Objective 3: Transport

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

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

Objective 4: Socially Inclusive Communities

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

Due to their scale, the strategic urban extensions (Policies 12 and 13) provide significant opportunities to improve the level of green infrastructure, health care and sports facilities available.

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

Objective 5: Education

- 6.22 There are a number of policies that will have either a significant positive or positive impact against this objective.
- 6.23 Policy 8: Improving South East Lincolnshire's Employment Land Portfolio and Policy 9: Promoting a Stronger Visitor Economy will have significant positive impacts given that the provision of employment opportunities could also result in an associated increase in the quantity and quality of training opportunities available to residents.

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

for an adverse impact in respect of this and given the size of the expected development, mitigation is unlikely to be sought.

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

Objective 6: Green Infrastructure and Biodiversity

- 6.33 Given the scale of new development proposed in the Local Plan there is the potential for significant adverse impacts on biodiversity and green infrastructure. For example, development could result in high levels of disturbance/loss of habitat for protected/priority species/habitats. In such an instance, mitigation would be essential to minimise adverse impacts. To deliver the level of housing growth proposed in the Local Plan there will be the need for some development of greenfield land which could have adverse impacts on habitats and species due to landtake. It may also have a secondary impact on air and water quality. In cases where development would involve the loss of existing open space or playing fields, compensation should be through either on or off-site provision. Policy 6: Meeting Physical Infrastructure and Service Needs and Policy 7: Developer Contributions will assist in achieving this. The exact impact is uncertain at this stage, however, as it will depend on the location of sites and the implementation of mitigation. Once mitigation becomes established there may be the potential for net-gains. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term. It could also help make biodiversity more resilient to climate change. Furthermore, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of the new development associated with the Plan, particularly in the case of the sustainable urban extensions. This would have a positive impact in terms of improving connectivity for ecological and habitat networks.
- 6.34 Policy 24: Natural Environment directly seeks to protect and enhance the natural environment and so will have a significant positive impact against this objective. In addition, the project level Habitats Regulations Assessment has helped identify measures to avoid likely significant effects identified through the screening process. Policy 5: Strategic Approach to Flood Risk and Policy 28: Community, Health and Wellbeing will both also have a significant positive impact. Many flood management schemes and SuDS will directly enhance biodiversity through the creation of habitats and green infrastructure is often provided as recreational space.

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

Objective 7: Heritage

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

Objective 8: Landscape and Townscape

- 6.41 Given the level of housing and employment development proposed in the Local Plan (Policy 10: Meeting Objectively Assessed Housing Needs and Policy 8: Improving South East Lincolnshire's Employment Land Portfolio) there are likely to be adverse impacts on the landscape both during the plan period and beyond. Negative impacts are particularly likely as a result of the development of the strategic urban

extensions due to their scale. Mitigation should therefore be considered carefully to help minimise adverse impacts. In the Other Service Centres and Settlements tier of the settlement hierarchy and in locations where settlements are in close proximity to each other, the identification of settlement boundaries should help mitigate negative impacts by limiting the impact of urban sprawl.

- 6.42 Some policies are likely to generate positive impacts against this objective. For example Policy 3: Development Management will be critical to the strategic protection and enhancement of the quality and character of landscape and townscape. Protection of the landscape is also likely to have secondary benefits by protecting features such as Ancient Woodland, Trees and Hedges. Furthermore, certain flood mitigation measures (Policy 5: Strategic Approach to Flood Risk) can promote positive landscape impacts by enhancing the character and appearance of the local area. Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings, Policy 19: Replacement Dwellings in the Countryside and Policy 20: Reuse of Buildings in the Countryside for Residential Use all ensure that impacts on the character and appearance of the area should be acceptable. In addition, the development of such sites may even secure landscape or townscape improvements. The Pollution policy in the Local Plan (Policy 26) seeks to avoid adverse harm to the natural and built environment therefore helping steer development away from areas that are of high landscape and townscape character. The provision of open space can contribute positively to landscape and townscape quality (Policy 28: Community, Heath and Wellbeing). However, some of the policy impacts against this objective are more uncertain as site specifics and/or the type of development are unknown and the effect will ultimately depend upon implementation and design.
- 6.43 Although the Local Plan is likely to have positive impacts on local townscape and in certain areas on the landscape, due to the proposed concentration of significant new development on the edge of settlements it is considered that the Plan will have a cumulative mixed positive/negative impact on this objective.

Objective 9: Air, Soil and Water Resources

- 6.44 The Local Plan's Pollution policy (Policy 26) will have a significant positive impact on this objective in terms of protecting soil resources and surface and groundwater quality and minimising pollutants.
- 6.45 However, although the Local Plan seeks to direct the majority of new development to the most sustainable settlements (Policy 2: Spatial Strategy, Policy 11: Distribution of New Housing and Policy 8: Improving South East Lincolnshire's Employment Land Portfolio) where sustainable/public transport is more likely to be accessible, due to the level of growth proposed it is likely that there will be an increase in trips by car with an associated adverse impact on air quality (resulting from emissions). This could have an adverse impact on the area's two Air Quality Management Areas in Boston town, if unmitigated. However, the protection and enhancement of natural habitats through Policy 3: Development Management and Policy 24: The Natural Environment will have a positive impact on this objective as mature trees and vegetation perform valuable roles as carbon sinks. In addition, some flood

management measures, green infrastructure and open space can help the absorption of pollutants from the air through leaf uptake and contact removal (Policy 5: Strategic Approach to Flood Risk, Policy 24: The Natural Environment, Policy 27: Climate Change and Renewable and Low Carbon Technology and Policy 28: Community, Health and Wellbeing). Policy 29: (Delivering a More Sustainable Transport Network) will also have a positive impact on this objective as promoting the use of more sustainable modes of transport should have a positive impact on minimising carbon emissions.

- 6.46 Given that a significant amount of development is expected to take place at the edge of settlements, it is highly likely that high quality agricultural land will be lost which will have an adverse impact on this objective. The sustainable urban extensions in particular will result in the loss of a significant amount of agricultural land and the very nature of rural exception sites (Policy 16: Rural Exception Sites) also means that such land will be lost. The development of Gypsy and Traveller sites (Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople) is also likely to utilise agricultural land and the siting of caravans causes soil compaction which can affect its function and quality. However, Policies 18 – 20, 22 and 23 will ensure the sustainable use of land by providing for development on brownfield land.
- 6.47 New development associated with the Local Plan will also increase water consumption. This could be problematic given that the pressure on water in South East Lincolnshire is greater than elsewhere in the country. This situation should be considered in the Infrastructure Delivery Plan, be kept under review throughout the plan period and infrastructure provided where necessary.
- 6.48 Overall, it is considered that the Local Plan will have a cumulative mixed positive/negative impact on this objective.

Objective 10: Sustainable use of Land and Waste

- 6.49 Due to the scale of development proposed in the Local Plan it is likely that there will be adverse impacts on land and waste (Policy 10: Meeting Objectively Assessed Housing Needs and Policy 8: Improving South East Lincolnshire's Employment Land Portfolio). To deliver the level of housing growth proposed in the Local Plan it's likely that a considerable amount of greenfield land will be lost, particularly at the edge of settlements and in the case of the three sustainable urban extensions. It will also lead to an increase in the amount of waste produced. In addition, development of the sustainable urban extensions will result in the loss of a significant amount of greenfield land as will rural exception sites by their very nature (Policy 16: Rural Exception Sites). The development of Gypsy and Traveller sites (Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople) is also likely to utilise greenfield land. Furthermore, given the current economic climate and the fact that brownfield sites can be more difficult and costly to develop, it is likely that greenfield sites will be developed at a higher rate.
- 6.50 The HMO and Sub-Division of Dwellings Policy (Policy 18) and Policy 20: Reuse of Buildings in the Countryside for Residential Use will have a significant positive impact

on this objective. Both policies promote the reuse of existing buildings for other purposes which will have a positive impact on minimising the loss of greenfield land. The three retail policies are also likely to have a positive impact on this objective by directing new retail (and other main town centre uses where relevant) to the existing centres. It is therefore likely that brownfield land will be utilised. Furthermore, the reuse of buildings and land is supported in the Historic Environment policy (Policy 25), therefore helping to positively encourage the use of sustainable local materials and divert materials away from landfill. It is considered that development associated with the Local Plan is unlikely to sterilise economically important mineral resources which will have a positive impact on this objective.

6.51 In the case of some policies the impacts are more uncertain as they depend upon specific site characteristics and mitigation.

6.52 Overall, the Local Plan is likely to result in a cumulative negative impact on this objective given the scale of residential development proposed and the loss of land which is not possible to mitigate.

Objective 11: Flood Risk

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

6.54 There are a number of policies that would have a significant positive impact on this objective. Although the NPPF sets out the requirement for a sequential approach to locating development, Policy 5: Strategic Approach to Flood Risk provides a framework by which strategic improvements to flood risk (which may be brought forward during the Local Plan period) can be assessed, and enhanced, where possible. This will have a significant positive impact on alleviating flood risk. Policy 6: Meeting Physical Infrastructure and Service Needs is also likely to have a significant positive impact as it will ensure that new development is accompanied by appropriate drainage mechanisms and flood management infrastructure. In terms of other policies, Policy 27: Climate Change and Renewable and Low Carbon Energy and Policy 4: Design of New Development require proposals to show how flood mitigation measures will be incorporated in the design and construction. The use of Sustainable Drainage Systems will help to minimise off-site water discharge. Flood management/mitigation measures will be identified through a Flood Risk Assessment.

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

Objective 12: Climate Change

- 6.57 Given that the need for 18,675 new homes (Policy 6: Meeting Objectively Assessed Housing Needs) and at least 82ha of employment land (Policy 8: Improving South East Lincolnshire's Employment Land Portfolio) is identified for the plan period the Local Plan will inevitably result in an increase in greenhouse gas emissions from energy used in new development and associated activities including increased vehicle journeys. Furthermore, implementation of the Local Plan is likely to lead to an increase in the amount of hardstanding, a decrease in the amount of greenfield land (particularly in the case of the three sustainable urban extensions) and involve new development in closer proximity to land at risk from flooding. This will minimise the natural environments ability to adapt to the effects of climate change.
- 6.58 However, as the Plan directs the majority of new development towards the Sub-Regional Centres, Main Service Centres (including the three sustainable urban extensions) and Minor Service Centres where more sustainable transport options are likely to be available, the need to travel by car may be minimised. This would have a positive impact on this objective. The Pollution policy (Policy 26) will have a significant positive impact on this objective as development proposals that would have an adverse impact (either individually or cumulatively) in relation to the emission of pollutants, such as greenhouse gases, will not be permitted. Policy 27: Climate Change and Renewable and Low Carbon Technology will also have a significant positive impact as it provides a policy commitment that proposals for the development of renewable and low carbon sources of energy will be supported and considered in the context of contributing to the achievement of sustainable development and meeting the challenge of climate change. Overall, the policy should help minimise greenhouse gas emissions and contribute to climate change adaptation. In addition, Policy 28: Community, Health and Wellbeing seeks the provision of green infrastructure where necessary. This will have a positive impact on this objective given that the incorporation of green infrastructure within

development can contribute to the absorption of greenhouse gases. Enabling greater use of sustainable modes of transport (Policy 29: Delivering a More Sustainable Transport Network and Policy 30: Delivering the Spalding Transport Strategy) will help to reduce use of the private car which should aid in reducing greenhouse gas emissions. The Development Management (Policy 3) and Design of New Development (Policy 4) policies will also have a positive and significant positive impact respectively on this objective by helping to minimise energy use and greenhouse gas emissions.

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

Objective 13: Employment

- 6.60 A number of significant positive impacts have been identified against this objective.
- 6.61 The Spatial Strategy (Policy 2) proposes to concentrate the majority of new development in and around the Sub-Regional Centres, Main Service Centres and Minor Service Centres. The hierarchy reflects the location of employment areas (existing or proposed) meaning that most of the sites identified in Policy 8: Improving South East Lincolnshire's Employment Land Portfolio are within walking/cycling distance of a settlement in these tiers of the hierarchy and/or have good public transport access. In addition, over the long-term, access to employment is also likely to improve as further employment development associated with the Main Employment Areas takes place. The employment policy (Policy 8) also seeks to diversify the local economy. This will help to support the economy in the long-term and reduce unemployment which will have a significant positive impact on this objective. In addition, Policy 9: Promoting a Stronger Visitor Economy will have a significant positive impact by helping to facilitate the growth of South East Lincolnshire's visitor economy.
- 6.62 The provision of 18,675 new homes (Policy 10: Meeting Objectively Assessed Housing Needs) could encourage the inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. This will therefore have a significant positive impact. At a strategic level, the Holbeach West Sustainable Urban Extension (Policy 13) will help facilitate access to the proposed Food Enterprise Zone which will deliver significant economic benefits for the area. Its development also provides opportunities to make significant improvements to the level of sustainable transport options and/or links with existing multi-user routes which will have a positive impact on this objective.

- 6.63 The Local Plan's three retail policies will also have significant positive impacts. Overall, they will help to facilitate a sustainable retail economy and encourage employment, particularly through the identification of additional retail provision in Spalding. This is particularly important given that the long term unemployment rates for both Boston Borough and South Holland District are higher than the county and national averages. They will also ensure that no one centre encroaches on the vitality and viability of the others and will support the primacy of Boston and Spalding's town centres.
- 6.64 There are a number of other policies that are likely to have a positive impact on this objective. Policy 3: Development Management will help improve the attractiveness of the area which could help encourage inward investment and inward migration of workers within professional and technical occupations.
- 6.65 The historic environment is an essential element of the economic potential of South East Lincolnshire. Heritage assets have the potential to contribute to tourism which, in turn, provides economic benefits. Their protection through Policy 25: Historic Environment will therefore have a positive impact on this objective.
- 6.66 In addition, the renewable energy sector provides opportunities for employment growth in South East Lincolnshire. Policy 27: Climate Change and Renewable and Low Carbon Technology will therefore have a positive impact on this objective by supporting proposals for the development of renewable and low carbon sources of energy that will help to achieve this.
- 6.67 Policy 29: Delivering a More Sustainable Transport Network and Policy 30: Delivering the Spalding Transport Strategy will also have a positive impact on this objective by helping reduce traffic congestion and promoting sustainable modes of transport which could reduce journey times to key employment sites. This could have indirect benefits since congestion leads to increased costs for businesses in terms of access to raw materials and supplies, and in servicing their markets.
- 6.68 Overall, it is considered that the Local Plan will have a cumulative significant positive impact on this objective.

7. Likely Significant Effects of the Site Options Considered – Publication Version Allocations and Reasonable Alternatives

- 7.1 Sustainability Appraisal of site options for housing and employment development was first undertaken in 2015 prior to publication of the draft Local Plan. The findings were shared with the Planning Officers so that they (along with other factors) could help inform the site selection in the draft Plan. During the consultation on the draft Local Plan in January-February 2016, new sites were submitted to us for consideration and so these have also been appraised.
- 7.2 No retail sites were identified in the draft Local Plan, however it was considered necessary to meet an identified need in the Preferred Sites for Development consultation in July-August 2016. Several sites had been considered (where we knew interest had been expressed in the past with regards to utilising that land for retail or commercial use) and were appraised, but were discounted. We therefore issued a call for retail sites as part of this consultation and received a number of submissions as a result.
- 7.3 To provide a more consistent approach to the appraisal of about 1000 sites, the Assessment Criteria set out in Table 3 were used. The Assessment Criteria contain a range of environmental, social and economic indicators considered important when assessing the sustainability of sites in South East Lincolnshire. The indicators provide an accurate basis from which to undertake the site assessments and to provide detailed evidence to inform the site selection process. A desktop based assessment was completed for each site which considers the site without mitigation, but may suggest ways that implementation may bring about a more positive impact. To ensure that all sites were treated equally, any additional information submitted to the local planning authorities (such as that through planning applications) was not used. Every site assessment is a snapshot in time and so it should be noted that there may be differences between these and the explanation given in the SHLAA.
- 7.4 A pro forma was used which could be completed for each site. It took the form of a table containing each of the 13 sustainability objectives against which a site was assessed using the assessment criteria and indicators relevant to that objective. The SA Scoring System (see Table 4) indicates the overall impact each site would have on a given objective.
- 7.5 The detailed SA tables for the housing, Gypsies, Travellers and Travelling Showpeople, employment and retail site options can be found in Appendices 5-9 of the SA Main Report. However, the findings for both the proposed allocations and reasonable alternatives are summarised in Appendix 1.

8. Preparation of the Sustainability Appraisal Report

- 8.1 The SA Main Report and this Non-Technical Summary describe the process that has been undertaken in carrying out the Sustainability Appraisal of the South East Lincolnshire Local Plan. They set out the appraisal's findings in relation to the Local Plan's strategic priorities, policy options, Publication Version Policies and site options, highlighting any likely significant effects (both positive and negative, and taking into account the likely secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary effects). The reasons for selecting or rejecting certain options during the preparation of the Local Plan are also described.

9. Consultation on the Sustainability Appraisal Report

- 9.1 Consultation has been undertaken at various stages of the Local Plan and Sustainability Appraisal process. A scoping report for the emerging Strategy and Policies DPD was published for consultation in January 2012, followed by the publication of the Combined Preferred Options and Sustainability Appraisal Report in May 2013. Furthermore, key elements of the scoping report were updated and consulted upon in January 2015³. At draft Plan stage in January 2016, the Strategic Environmental Assessment/Sustainability Appraisal Non-Technical Summary Draft for Public Consultation was issued for consultation. We are now at the final stage of plan preparation and so the Joint Committee are inviting comments on the Publication Version of the Local Plan and the Sustainability Appraisal Report.

10. Mitigation and Recommendations

- 10.1 Many of the significant negative effects identified in the appraisal of the Local Plan can be reduced, offset or prevented altogether through mitigation measures. Such measures can also be proposed to maximise the positive effects likely to arise. Typical mitigation measures could include: changes to policy wording; removal of statements that are not compatible with the sustainability objectives; the addition of new statements, including 'protective' statements; requirements to substitute or offset for certain types of impacts, for instance, through projects that replace any benefits lost through other projects; and requirement for further assessment, such as landscape or traffic assessments.

³ The consultation comments and officer responses for both the 2012 and 2015 consultations on the Scoping Report can be found in Appendices 4 and 5 of the SA Scoping Report (Main Report)

10.2 Whilst undertaking the appraisal of the draft Local Plan policies during 2015, a number of recommendations were made for mitigating the potential negative effects of policies and enhancing potential positive effects. In addition, assessment was undertaken again prior to completion of the Publication Version Local Plan (where significant changes to policies had occurred or new policies had been inserted (13 and 30)). The recommendations made have been reconsidered as the Local Plan developed into its current form. The key recommendations made throughout the process, the policy author's response and final outcome are summarised below in Table 9.

Table 9: SA Recommendations for Policy Changes and Author Response and Outcome

Policy	SA Recommendations	Author response and outcome
1: Presumption in favour of Sustainable Development	No changes to policy text recommended.	-
2: Spatial Strategy	The following change to policy wording is recommended (in bold): <i>'sustains employment opportunities, existing facilities and helps meet the service needs of nearby settlements and people.'</i>	Change made to supporting text. Promoting sustainable balanced communities is the basis of the spatial strategy. This means that employment opportunities should be promoted in locations where housing growth is expected to take place. Recognition of this will generate significant positive impacts against Objective 13.
3: Development Management	The following change to policy wording is recommended (in bold): <i>subject to sustainable development considerations and other policies in this Local Plan.</i>	Clarification that this is an overarching summary of all sustainable development considerations contained in other policies has been added to the supporting text. This strengthens the policy approach by ensuring the more detailed considerations of other policies are referred to.
	Given the potential for development to have adverse impacts on physical and/or social infrastructure, the addition of the following is recommended: <i>Where it can be demonstrated through the Infrastructure Delivery Plan that a new development will have adverse impacts on existing physical, social or green infrastructure, mitigation may be required. This could be secured via planning condition, S278 highways agreement or s106 legal agreement.</i>	Detailed reference to securing new infrastructure has been added to the supporting text, supplemented by a reference to Policies 5 and 6. This addresses the point identified. It is important that new development does not place an unacceptable adverse impact upon existing infrastructure. This change will generate more positive impacts against the SA Framework.
4: Design of New Development	Reference should be made in the policy to ensuring accessibility for all, including disabled people.	'Accessibility for all' has been added to the policy. The design of new development must ensure that buildings and spaces are accessible to all so that everyone can enjoy the same quality of life. This change would have positive impacts in terms of access and social inclusion.
	Change should be made to include reference to the use of locally sourced materials.	Change added as proposed to policy. This change will help Policy 4 generate more positive impacts in terms of use of resources and help the area mitigate the impacts of climate change through a reduction in carbon miles.
	Reference should be made to the need to make provision for facilities for the storage of recycling bins in the policy.	Change made to policy. This change will help generate more positive impacts in terms of waste management, particularly in relation to Objective 10.
5: Strategic Approach to Flood Risk	The following change is recommended: Reference should be made to the potential for flood mitigation measures to be secured via planning condition or s106 legal agreement.	Reference to the use of planning conditions has been added to the supporting text. Change will provide more certainty that mitigation will be delivered, thereby generating more positive impacts against Objective 11.
	Given the flood risk associated with certain parts of South East	Change added to supporting text. This will provide more certainty that all

	Lincolnshire it would be appropriate to add: <i>Applications must be accompanied by a Flood Risk Assessment, appropriate to the scale, type and location of the development.</i>	relevant flood risk issues and appropriate mitigation will be identified thereby ensuring the risk is more likely to be minimised.
6: Meeting Physical Infrastructure and Service Needs	Either reference to flood management measures should be made or it should be clarified that such infrastructure is expected to be secured through Policy 5.	Reference to flood management infrastructure has been added to the supporting text as well as a reference to Policy 5. Flood risk is an important issue for the Local Plan. Acknowledging flood management and the more detailed approach elsewhere in the Local Plan would strengthen the policy against Objective 11.
7: Developer Contributions	No changes to policy text recommended.	-
8: Improving South East Lincolnshire's Employment Land Portfolio	Given that employment uses have the potential to generate greater levels of traffic, it is recommended that a criterion is included within the policy to ensure that permission is only granted for proposals where the use is well related to the existing road network and would not (by itself or cumulatively) have a significant adverse impact in terms of the amount or nature of traffic generated.	Change made to policy – there should be no unacceptable impact on the local highway network. This addition will significantly strengthen the positive impacts generated against Objective 3, as well as in relation to community safety.
	Employment development has the potential to impact on the quality of the landscape. It is therefore recommended that the policy refers to the need to achieve a high standard of design that blends satisfactorily into the locality in terms of architectural detailing, materials of construction and landscaping.	Change made to policy. Criteria have been added into the policy which will ensure that the scale does not harm the character of the locality and that the design is responsive to the local context. This addition will significantly strengthen the positive impacts generated against Objective 8, ensuring that any development adds value to its setting rather than detracts from the quality of the landscape.
9: Promoting a Stronger Visitor Economy	It is recommended that the following additional criterion is added to the first section of the policy: <i>The development respects the intrinsic qualities of the natural and built environment of the locality.</i>	No change required - It is considered that this issue is adequately covered by the natural environment and historic environment policies. The policy itself also makes reference to the fact that development should not conflict with neighbouring land uses and reference is made to assimilating development into the landscape in the supporting text.
10: Meeting Objectively Assessed Housing Needs	No changes to policy text recommended.	-
11: Distribution of New Housing	No changes to policy text recommended.	-
12: Vernatts Sustainable Urban Extension	Add: <i>Development proposals will be expected to:</i> <ul style="list-style-type: none"> • <i>Provide an element of affordable housing in accordance with Policy 15; and</i> • <i>Provide a range of dwelling types and sizes to deliver a</i> 	Change made as proposed to policy. Given the size and scale of the sustainable urban extension there could be significant adverse impacts, therefore it is important that several key principles and design requirements are factored in from an early stage to enable quality development and a sustainable

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

16: Rural Exception Sites	It is recommended that the policy make reference to securing affordable and specialist homes in perpetuity to ensure that residents benefit in the long term. S106 legal agreements may be used to achieve this.	Change made to policy. Identifying the means by which housing need will be secured will give greater certainty in terms of meeting housing need now and in the future. This will strengthen the policy against Objective 1.
17: Accommodation for Gypsies, Travellers and Travelling Showpeople	The following change to policy wording is recommended (in bold): <i>Development proposals on allocated and unallocated sites should not be located adjacent to uses likely to endanger the health of occupants such as a refuse tip, water recycling centres or contaminated land.</i>	Change made to policy. This change will help ensure that a high level of health and well-being for all residents is promoted in the area. This will strengthen the positive impacts against Objective 2, particularly in relation to residential amenity.
	The following change to policy wording is recommended (in bold): <i>already be, or be capable of being, provided with appropriate infrastructure such as electricity, drinking-water supply, waste-water treatment and recycling/waste management.</i>	Change made to policy. This change will help ensure that residents have access to appropriate supporting physical infrastructure. This will generate more positive impacts against Objective 10.
	The following change to policy wording is recommended (in bold): Change recommended: <i>sites for permanent residential use should; already be, or be capable of being, suitable for mixed residential and business use.</i>	Change made to policy. Given that self-employment is common amongst the gypsy and traveller community this change will have a positive impact by ensuring the provision of space related to business operation. This is likely to generate more positive impacts against Objective 13.
18: Houses in Multiple Occupation and the Sub-Division of Dwellings	It is recommended that the policy could be strengthened through reference to <i>the provision of safe and secure cycle parking</i> in the criteria.	No change required - It is considered that this issue is adequately covered by the design of new development, and vehicle and cycling parking policies.
19: Replacement Dwellings in the Countryside	It is recommended that the policy makes reference to the significant adverse impact replacement dwellings can have, individually and cumulatively, on the character of individual properties and their surroundings.	Changes have been made to the supporting text to reflect the need for the design to be sympathetic to the site itself, the surrounding area and the character of the countryside. These changes will help generate positive impacts particularly with regard to Objective 8.
	The following should be included within the policy wording itself: <i>the LPA will consider removing Permitted Development Rights for extensions and outbuildings to prevent future additions that cumulatively would add to the impact of the development on the landscape.</i>	The policy has been amended accordingly. Given that the policy is specifically designed to manage the appropriate replacement of dwellings in the countryside, this change will provide more certainty that the visual impact upon the landscape, both individually and cumulatively in the long term will be protected. More positive impacts will therefore be achieved against Objective 8.
20: The Reuse of Buildings in the Countryside for Residential Use	It is recommended that reference is made to the potential requirement for an ecological survey where protected species may be present in a building.	Change added to supporting text. Many rural buildings make ideal habitats for protected species such as bats and barn owls and so this change in the policy will help generate positive impacts against Objective 6.

	The following should be included within the policy wording itself: <i>the LPA will consider removing Permitted Development Rights for extensions and outbuildings to prevent future additions that cumulatively would add to the impact of the development on the landscape.</i>	The policy has been amended accordingly. Given that the policy is specifically designed to manage the appropriate reuse of buildings in countryside for residential use, this change will provide more certainty that the visual impact upon the landscape, both individually and cumulatively in the long term will be protected (Objective 8).
21: The Retail Hierarchy	It is recommended that reference is made to new development being expected to have good pedestrian and cycle links with the rest of the centre.	Change made to policy. This change will help ensure that sustainable access is promoted. This will strengthen the positive impacts against Objective 3.
	The addition of the following wording in bold is recommended: <i>Development within these locations will be expected to ensure suitable access to the highway network, whilst promoting an acceptable level of safety.</i>	Change made to policy has taken this issue into consideration. This change will help ensure that appropriate vehicular access is promoted which will strengthen the positive impacts against Objective 3, particularly when viewed with those for community safety.
	The addition of the following wording in bold is recommended: <i>Development within these locations will be expected to already be, or be capable of being, provided with recycling and waste management facilities.</i>	Criterion 5 has been amended so as to cover this. This change will ensure that refuse and litter is managed appropriately, which should promote the more sustainable use of land and waste (Objective 10).
22: Primary Shopping Frontages	It is recommended that the following criterion is added: <i>Will not have an adverse impact on surrounding amenity (noise, odour, waste, highways and parking)</i>	No change required – it is considered that these issues are adequately covered by the development management and design of new development policies.
	It is recommended that the following criterion is added: <i>Result in the enhancement or restoration of the character of the site or its immediate area</i>	No change required – it is considered that character issues are covered by the development management and design of new development policies.
23: Additional Retail Provision	There is no reference within the policy to the protection of the character of an area and so the policy could be improved by the addition of: <i>New floorspace should be consistent with a centre's scale, function and physical capacity to integrate such development. It should also respect the character of the centre, including its special architectural and historic interest, and not adversely affect the amenity of any adjacent residential areas.</i>	No change required – It is considered that this is adequately covered by the retail hierarchy and historic environment policies.
24: The Natural Environment	It is recommended that the following addition is made to the policy: <i>Proposals should particularly seek to contribute towards the UK priority habitats and species in South East Lincolnshire, and any additional Lincolnshire Biodiversity Action Plan species.</i>	Reference to priority habitats and species has been added to the policy (criterion A2). Changes have also been made to the supporting text. This change will promote significant positive impacts, particularly with regard to Objective 6 by promoting sustainable habitat networks.
	The addition of the following wording in bold is recommended: <i>maximising opportunities for the creation, restoration,</i>	Changes made to policy criterion B3. This change will promote significant positive impacts, particularly with regard to Objective 6 by promoting

	<i>enhancement and connection of natural habitats and species of principal importance.</i>	sustainable habitat networks.
	It is recommended that the following addition is made to the policy: <i>biodiversity and geodiversity conservation features that will help wildlife to adapt to climate change where appropriate.</i>	Changes made in the form of policy criterion B5. The natural environment is an important tool in helping the area adapt to climate change. This change will ensure that the area is more able to adapt to climate change in the long term, thereby generating more positive impacts against Objective 12.
25: The Historic Environment	It is recommended that the following addition is made to the policy: <i>proposals that either secure the future of heritage 'at risk' or prevent assets from becoming 'at risk' in the first place will be encouraged where the significance of the asset can be adequately protected.</i>	Change added to supporting text as proposed. This change should ensure significant positive impacts are generated by this policy, particularly against Objective 7.
	It is recommended that the following addition is made to the policy: <i>The significance, character and setting of heritage assets of local interest, including those on a local list, will be protected by using the criteria for designated assets when assessing the demolition of a non-designated heritage asset; requiring alterations and extensions to be based on an accurate understanding of the significance of the asset and respect the architectural character, and detailing of the original building. The structure, features, and materials of the building which contribute to its architectural and historic interest should be retained or restored with appropriate traditional materials and techniques;</i>	No change required – It is considered that reference to a local list should not be included because the criteria used would need to be justified and there is reference within the policy to non-designated heritage assets.
	It is recommended that the following addition is made to the policy: <i>Proposals for enabling development, which would otherwise conflict with national and local planning policies, but which would secure the future conservation of a heritage asset, may be permitted if it secures the long-term future of an asset, and the amount of enabling development is the minimum necessary to secure the future of the asset. The public benefit of securing the future of the asset should significantly outweigh the disbenefits of not being in accordance with other policies.</i>	Change added to policy. This change should ensure significant positive impacts are generated by this policy, particularly against Objective 7. It could also generate positive impacts with regard to the economy (Objective 13), and sustainable use of existing buildings (Objective 10).
	Change recommended: <i>Opportunities for heritage assets to mitigate and adapt to the effects of climate change will be promoted through the maintenance, sensitive and energy efficient adaptation and re-use of historic assets'.</i>	Change added to supporting text. This change should help generate positive impacts against Objective 12, as well as in terms of being an important factor in creating sustainable communities, in terms of addressing fuel poverty.

26: Pollution	The addition of the following wording in bold is recommended: <i>the natural, historic and built environment.</i>	Change made to policy. This change should ensure that the impacts on the environment are minimised, thereby generating more positive impacts against Objective 8.
	The addition of the following wording is recommended: <i>Where pollution is unavoidable, mitigation measures to reduce pollution to an acceptable level will be required.</i>	Change not required – It is considered that this point is now adequately covered by the fact that the policy will not permit proposals where there are adverse impacts.
27: Climate Change and Renewable and Low Carbon Technology	The addition of the following wording is recommended in relation to renewable energy and ensuring that there would be no demonstrable harm to: <i>landscape character and quality.</i>	Reference to landscape character or quality has been added to policy criterion 4 (renewable energy). This change will help generate positive impacts against Objective 8.
	The addition of the following wording is recommended in relation to minimising and mitigating the consequences of climate change: <i>High-quality design which minimises energy consumption (mitigation) and, for existing buildings, that which increases resilience to climate change through energy efficiency improvements (adaptation).</i>	Change made to policy so that high quality design is referenced in policy criterion 1 of the Climate Change section. The supporting text has also been amended so as to cover energy efficiency of buildings. This change will help generate more positive impacts against Objective 12.
	It is recommended that the policy should make reference to aiming for reduced or zero carbon development in accordance with the zero carbon hierarchy.	It is considered that reference to low-carbon development adequately covers this issue. This change will help generate more positive impacts against Objective 12.
	Add reference to <i>decentralised energy.</i>	Changes made to policy. Decentralised energy is produced close to where it will be used. This local generation therefore means that carbon emissions are lowered. Recognising this form of energy within the policy will help generate more positive impacts against Objective 12.
	It is recommended that the policy make reference to the need for development proposals to incorporate and/or enhance green infrastructure.	Changes made to policy. Reference to measures that promote and enhance green infrastructure has been added as policy criterion 5. The creation of/improvements to green infrastructure will contribute to the absorption of greenhouse gases, generating positive effects in terms of adapting to climate change but also in protecting biodiversity, landscape, reducing flood risk, enhancing the setting of heritage assets and encouraging walking/cycling, thereby generating positive impacts against a range of SA Objectives.
	It is recommended that the following wording in bold is added to aid decision making in respect of the redevelopment or change of use of an existing community facility: <i>an assessment has been undertaken which has clearly shown that the facility is surplus to requirements – and in the case of open space, that it does not make an important contribution in amenity, visual or nature</i>	Change made to policy. This change should ensure that the other green infrastructure qualities that recreational open space can have, in terms of amenity, visual impact or nature conservation are recognised. This would strengthen the impacts of Policy 28 against a range of SA Objectives including Objectives 6, 7 and 8.

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

11. Monitoring Implementation of the Plan

11.1 The SEA Regulations require the monitoring of the likely significant effects of implementing the Local Plan. The Regulations and SA guidance are clear that it is not necessary to monitor every potential effect of implementing the Local Plan, but to focus on those effects that are likely to be significant, giving rise to irreversible damage, or where there is uncertainty in the SA and where monitoring would enable remedial action to be taken.

11.2 A range of possible indicators for monitoring the potential significant effects of implementing the Plan are set out in Table 10 below. These indicators are partly based on those identified in the SA Framework. Indicators identified for monitoring the Local Plan will also be considered for inclusion in the monitoring framework where appropriate.

11.3 Given that there is the potential for the Publication Version Local Plan to be altered post-publication, the monitoring measures proposed should be considered as draft.

Table 10: Potential monitoring indicators for the significant effects of the Local Plan

SA Objective	Indicator
1. To provide a mix of sustainably designed new housing to provide everybody in South East Lincolnshire with the opportunity to live in a decent home in the area they want to live	<ul style="list-style-type: none"> • Net total of dwellings completed by market, starter homes and affordable • Net total of dwellings completed by tenure and number of bedrooms • Net additional authorised Gypsy and Traveller Pitches
2. To improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles for residents of South East Lincolnshire	<ul style="list-style-type: none"> • Access to natural greenspace • Amount of public open space provision • Number of new green infrastructure projects associated with new developments. • Provision of sports facilities (sqm per 1000 population) • Number of accessible playing pitches • Access to services and facilities by public transport, walking and cycling • Levels of adult and childhood obesity • Excess weight in adults • Levels of physical activity • Life expectancy at birth (males & females)
3. To make efficient use of South East Lincolnshire's transport infrastructure, reduce the need to travel by car, and promote greater accessibility to services, employment, public transport, cycling and walking	<ul style="list-style-type: none"> • Mode of travel to work • Access to services and facilities by public transport, walking and cycling
4. To promote strong, secure, socially inclusive and cohesive communities for all residents of South East Lincolnshire	<ul style="list-style-type: none"> • Index of Multiple Deprivation (IMD) Rank (various categories) by area • Notifiable offences recorded by the police • Average earnings of employees in the area

	<ul style="list-style-type: none"> • Unemployment rate • Provision of sports facilities (sqm per 1000 population) • Number of accessible playing pitches • Access to natural greenspace
6. To protect, enhance and sustain green infrastructure, biodiversity and geodiversity across South East Lincolnshire	<ul style="list-style-type: none"> • Number of local sites (Local Wildlife Sites and Local Geological Sites) in (and within close proximity) of South East Lincolnshire, and are in positive management • Number of SSSIs in 'favourable' or 'unfavourable recovering' condition • Change in area of designated biodiversity sites (ha) (RAMSAR, SPA, SAC, SSSI, NNR, LNR, LWS) • Area of UK priority habitats (ha) and trend of priority species in South East Lincolnshire • Number of new green infrastructure projects associated with new developments
7. To conserve, enhance and promote South East Lincolnshire's distinctive urban and rural historic and built environment, heritage assets and their setting	<ul style="list-style-type: none"> • Number and % of heritage assets on Historic England's Heritage at Risk Register (Conservation Areas, Grade I and II* Listed Buildings, Listed Place of Worship, Protected Wreck Sites Registered Battlefields, Scheduled Ancient Monuments) • Number of up-to-date conservation area appraisals
8. To protect the quality and character of landscape and townscape and seek opportunities for enhancement	<ul style="list-style-type: none"> • Loss of open land (ha)
9. To protect and improve the quality of soil, air and water resources by encouraging their sustainable and efficient use	<ul style="list-style-type: none"> • Loss of Grade 1, 2 and 3a agricultural land (ha) • Per capita reduction in CO2 emissions in each local authority area • Number of AQMAs • Concentrations of nitrogen dioxide in specific AQMAs • Percentage of rivers with good/fair quality in terms of chemical and biological factors • Number of planning permissions granted contrary to Environment Agency advice on water quality grounds
10. To encourage the sustainable use of land and waste management	<ul style="list-style-type: none"> • Percentage annual gross housing completions on brownfield/greenfield land • % of Municipal Waste landfilled, dry recycled and composted
11. To reduce the risk of fluvial, coastal and surface water flood hazard to people, property and land in South East Lincolnshire by managing the risk and adapting to climate change	<ul style="list-style-type: none"> • Number of new planning permissions granted for development in areas with a high-probability of flooding (flood zones 2 and 3) • Number of planning permissions granted contrary to Environment Agency advice on flooding • Number of new developments granted planning permission incorporating Sustainable Drainage Systems (SuDS)
12. To reduce South East Lincolnshire's greenhouse gas emissions and increase the area's resilience and ability to adapt to climate change	<ul style="list-style-type: none"> • CO₂ emissions per head • Average annual domestic energy consumption (electricity and gas, kWh per Meter) • Technical renewable energy resource potential • Existing and projected renewable energy development

	<p>and capacity</p> <ul style="list-style-type: none"> • Mode of travel to work
<p>13. To promote business growth and create high quality employment opportunities with a sustainable and diverse economy</p>	<ul style="list-style-type: none"> • Proportion of economically active people unemployed • % of long term unemployed claimants • Available allocated employment land with and without planning permission • Employment land commitments and completions • Number of active businesses • Number of new businesses and businesses ceased to exist • Land currently in B1, B2 and B8 use classes • Distribution of shopping floorspace (A1) • Number of vacant ground floor units in town, district and local centres

12. Conclusion

- 12.1 The South East Lincolnshire Local Plan (2011-2036): Publication Version has been subject to a detailed Sustainability Appraisal, which involved assessing its strategic priorities, policy and site options and policies against the 13 sustainability objectives developed through the SA process. Publication of this Non-Technical Summary helps meet the requirements of the SEA Directive.
- 12.2 The Publication Version Local Plan includes site allocations which will together provide a large amount of housing and employment development across South East Lincolnshire to meet the future identified needs of the area. Consequently, the Sustainability Appraisal identified that there would likely be cumulative significant positive impacts on the housing and employment objectives as a result of the implementation of the Publication Version Local Plan. However, given the level of development proposed, there is the potential for negative effects particularly in relation to the environmental objectives such as: the landscape; air, soil and water resources; the sustainable use of land and waste; and climate change. The SA has helped guide the selection of sites now proposed to be allocated and, in general, these sites will have fewer significant negative effects than the reasonable alternative site options considered in the appraisal.
- 12.3 The Publication Version Local Plan also includes a wide range of criteria based policies which aim to protect and enhance the social, environmental and economic conditions of the area. Furthermore, the Plan includes policies which aim to facilitate the delivery of the necessary infrastructure to support the growth proposed and at the correct time. Cumulatively, these policies will make an important contribution towards mitigating the potential negative effects of the level, and distribution of, growth proposed in the Plan. The majority of relationships between the policies and sustainability objectives are significantly positive or positive, although some of the impacts identified are likely to depend upon implementation. Where uncertainties exist, these would have to be managed when specific proposals for development are received by the relevant Local Planning Authority.
- 12.4 In order to monitor the potential significant effects of implementing the Plan, a number of monitoring indicators have been identified.

13. Next Steps

- 13.1 The Publication Version Local Plan and the SA Report will be published for a statutory public consultation between 10th April 2017 and 22nd May 2017. Following this consultation period, the Publication Version Local Plan and accompanying SA Report will be formally submitted to the Secretary of State, along with all the representations received during the consultation above, for examination in public. Any modifications to the submitted Plan requested by the examination inspector may require sustainability appraisal, which will be consulted upon as necessary.

Appendix 1 – Summary of SA findings for Housing Allocations and Reasonable Alternatives

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

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Pil006	Boston Delivery Office, South End, Boston	✓	✓	✓	✓/X	✓	✓/X	✓/X	✓	✓	✓/X	✓/X	✓/X	✓
Sou006	Land to the south of Chain Bridge Road, Boston	✓	X	X	✓/X	✓	✓/X	XX	X	X	✓/X	✓/X	✓/X	✓/X
Wes001	Land to the west of Freshney Way, Boston	✓	X	✓/X	✓/X	✓	✓/X	0	✓	X	✓X	✓/X	✓/X	✓/X
Wes002	Land to the south of North Forty Foot Bank, Boston	✓	X	X	✓/X	✓	✓/X	0	X	X	✓/X	✓/X	✓/X	✓/X
Wyb013	Land to the south of Swineshead Raod	✓	X	✓	✓/X	✓	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Wyb033	Land to the north of Tytton Lane East, Boston	✓	X	X	✓/X	✓	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Wyb041	291-293 London Road, Boston	✓	✓	✓	✓/X	✓	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X
Mon005	Land to the south of Horseshoe Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Mon008	Land to the north of Bourne Road, Spalding	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Pin024	Land to the north of the Vernatts Drain, Pinchbeck	✓	X	X	✓/X	X	✓/X	0	✓/X	X	✓/X	✓	✓/X	✓/X
Pin025	Land to the east of Spalding Road, Pinchbeck	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓/X	✓	✓/X	✓/X
Pin045	Land to the west of Spalding Road, Pinchbeck	✓	X	X	✓/X	✓	✓/X	X	X	X	✓/X	✓/X	✓/X	✓/X
Pin050	Spalding Lifestyle, Spalding Road, PE11 3PB	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓/X	✓	✓/X	✓/X
Stm004	Land to the east of Spalding Common,	✓	✓/X	X	✓/X	✓	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
	Spalding													
Stm010	Land to the west of Spalding Common, Spalding	✓	✓/X	X	✓/X	✓	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Stm028	The Elders	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Main Service Centres - Allocations														
Cro011	Land to the north of Barbers Drove North, Crowland	✓	✓/X	✓/X	X	X	✓/X	0	✓/X	✓/X	✓/X	✓/X	✓/X	✓
Cro036	Land at 18 Low Road, Crowland	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓/X	✓/X	✓/X	✓/X	✓/X	✓
Cro043	Land east of Crease Drove, Crowland	✓	✓/X	✓/X	✓	X	✓/X	0	✓/X	✓/X	✓/X	✓	✓/X	✓✓
Cro044	Rear of 11 Barbers Drove North, Crowland	✓	✓	✓/X	✓	X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓✓
Cro046	Former South View Community Primary School, Crowland	✓	✓✓	✓/X	✓✓	X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓✓
Cro050	Land to the east of Normanton Road and Jubilee Way, Crowland	✓	X	X	X	X	✓/X	0	✓	X	X	✓/X	X	✓/X
Don001	Land south of Town Dam Lane, Donington	✓	✓/X	X	✓	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Don006	Land east of Town Dam Lane, Donington	✓	X	X	✓/X	✓/X	0	0	✓/X	X	✓/X	✓	✓/X	✓/X
Don008	Land west of Maltings Lane, Donington	✓	X	X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Don018	Land north of Quadring Road, Donington	✓	✓/X	X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Don030	Land east of Town Dam Lane,	✓	X	X	✓/X	✓/X	0	0	✓/X	X	✓/X	✓	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
	Donington													
Hob004	Land east of Balmoral Way, Holbeach	✓	X	X	✓/X	✓/X	✓/X	0	✓	✓/X	✓/X	✓/X	✓/X	✓/X
Hob010	Land west of Fen Road, Holbeach	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	✓/X	✓/X	✓	✓/X	✓/X
Hob032	Land off Battlefields Lane, Holbeach	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Hob048	Land east of the A151, Holbeach	✓	X	✓/X	✓/X	✓/X	X	XX	✓	X	✓/X	✓/X	✓/X	✓/X
Kir016	31-33 London Road, Kirton	✓	✓	✓/X	✓/X	✓/X	0	0	✓	✓	✓/X	✓/X	✓/X	X
Kir034	Land to the east of Woodside Road, Kirton	✓	X	X	✓/X	✓/X	0	0	X	X	✓/X	✓/X	✓/X	✓/X
Kir041	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓/X	✓/X	✓/X
Los008	Land east of Lime Walk, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓/X	✓/X	✓
Los015	Land east of Seagate Road, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓✓
Los026	Land east of Lime Walk, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓
Los046	Land east of Station Road, Long Sutton	✓	✓/X	X	✓/X	✓/X	0	0	✓	X	✓/X	✓/X	✓/X	✓
Pin002	Land north of Market Way, Pinchbeck	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Pin019	Land east of Surfleet Road, Pinchbeck	✓	X	✓	✓/X	✓	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Pin065	Birchgrove Garden Centre, Surfleet Road, Pinchbeck	X	X	✓/X	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓	✓/X	XX
Sut009/ Sut028	Land to the south of Spalding Road and west of Station Road, Sutterton	✓/X	✓/X	X	✓/X	✓/X	✓/X	X	X	✓	X	✓/X	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Sub027	Land south of Bridge Road, Sutton Bridge	✓/X	✓/X	✓/X	✓/X	X	0	0	✓/X	X	✓/X	✓/X	✓/X	✓✓
Swi015	Land to the west of Station Road, Swineshead	✓	X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Swi018	Land at North End, Swineshead	✓	X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓✓	✓/X	✓/X
Swi037	Land to the west of High Street, Swineshead	✓	✓	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓✓	✓/X	✓/X
Swi038	Land to the west of Station Road, Swineshead	✓	X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Minor Service Centres - Allocations														
Bic005	Land to the west of Low Gate Lane, Bicker	✓	X	✓/X	✓/X	✓/X	0	0	✓	✓	✓/X	✓✓	✓/X	✓/X
Bic015	Land to the west of Drury Lane, Bicker	✓	X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓✓	✓/X	✓/X
Bic017	Land to the east of St Swithins Close, Bicker	✓	✓/X	✓/X	✓/X	X	0	0	✓	X	✓/X	✓✓	✓/X	✓/X
But002	Land to the east of Sea Lane, Butterwick	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X
But004	Land to the east of Benington Road, Butterwick	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
But020	Land to the north of Peter Paine Close, Butterwick	✓	✓/X	✓	✓/X	X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Cow004	Land west of Backgate, Cowbit	✓	✓/X	X	✓/X	X	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓/X
Cow009	Land west of Backgate, Cowbit	✓	✓/X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Dsn007	Caulton's Field, Littleworth Drove,	X	X	X	✓/X	X	0	0	✓	✓/X	✓/X	✓	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
	Deeping St Nicholas													
Fis046	Land to the east of Gaysfield Road, Fishtoft	✓/X	✓/X	X	✓/X	✓/X	✓/X	X	✓	X	✓/X	✓	✓/X	✓/X
Fle003	Land south of Fleet Road, Fleet Hargate	✓/X	✓	✓	✓/X	✓/X	0	0	X	X	✓/X	✓	✓/X	✓/X
Geh003	Land west of Hillgate, Gedney Hill	✓/X	✓/X	✓/X	X	X	X	0	✓	X	✓/X	✓✓	✓/X	X
Geh004	Land to the north of Mill Lane, Gedney Hill	✓	✓/X	✓/X	X	X	✓/X	X	✓	X	✓/X	✓✓	✓/X	X
Geh015	Land to the east of West Drove South, Gedney Hill	✓	X	✓/X	X	X	✓/X	0	✓/X	X	✓/X	✓✓	✓/X	X
Gos001	Land east of York Gardens, Gosberton	✓	✓	X	✓	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Gos003	Land west of Quadring Road, Gosberton	✓	X	X	✓	✓/X	✓/X	X	X	✓/X	✓/X	✓	✓/X	✓/X
Gos006	Land to the north of Westhorpe Road, Gosberton	✓	X	X	✓	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Gos023	Bowgate Lane, Gosberton	✓	X	X	✓	X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Mou016	Land east of Broad Lane, Moulton	✓	✓/X	✓/X	✓	X	✓/X	0	X	X	✓/X	✓✓	✓/X	✓/X
Mou023	Land to the east of Church Lane, Moulton	✓	✓	✓	✓	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Mou029	Land south of Roman Road, Moulton Chapel	✓	X	X	X	X	0	X	✓	X	✓/X	✓✓	✓/X	X
Mou042	Land north of Roman Road, Moulton Chapel	✓	X	X	X	X	0	0	✓	X	✓/X	✓✓	✓/X	X
Qua002	Land south-west of Main Road, Quadring	✓	✓/X	✓/X	X	✓/X	✓/X	0	✓	✓	✓/X	✓	✓/X	✓/X

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Qua003	Land north-east of Main Road, Quadring	✓/X	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Qua004	Land east of Cresswell Drive, Quadring	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Sur003	Land north of Station Road, Surfleet	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Sur006	Land south of Park Lane, Surfleet	✓/X	X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Sur016	Land west of Coalbeach Lane South, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Suj007	Land south of Chapel Gate, Sutton St James	✓	✓/X	X	X	X	✓/X	✓	✓	✓	✓/X	✓	✓/X	X
Suj012	Land south of Chapel Gate, Sutton St James	✓/X	X	X	X	X	✓/X	✓	✓	X	✓/X	✓	✓/X	X
Tyd014	Land at Lowgate, Tydd St Mary	✓	✓/X	X	X	X	0	0	✓/X	X	✓/X	✓/X	✓/X	X
Wsn003	Land north of High Road, Weston	✓/X	X	✓	✓/X	✓/X	0	0	✓	X	✓/X	✓/X	✓/X	✓/X
Wsn011	Land to the east of Pinfold Lane, Weston	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Wsn022	Land east of Small Drove, Weston	✓	X	✓	✓/X	X	0	X	✓	X	✓/X	✓	✓/X	✓/X
Wsn029	Land off High Road, Weston	✓	X	✓	✓/X	✓/X	0	0	✓	X	✓/X	✓/X	✓/X	✓/X
Wha002	Land east of Stockwell Gate, Whaplode	✓	X	✓	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Wha019	Land south of Cobgate, Whaplode	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓✓	✓/X	✓/X
Wha029	Land off Main Road, Whaplode	✓	X	✓	✓/X	X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Wig014	Land to the west of Asperton Road, Wigtoft	✓	✓	X	✓/X	X	0	0	✓	X	✓/X	✓/X	✓/X	✓/X
Wra013	Land to the west of Tooley Lane and	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X

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	north of Main Road, Wrangle														
		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment	
Sub-Regional Centres – Reasonable Alternatives															
Fen003	Land to the east of Punchbowl Lane, Boston	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X	
Fen004	36 Witham Bank West, Boston	✓	✓/X	✓	✓	✓/X	✓/X	✓/X	✓	X	✓/X	✓/X	✓/X	✓	
Fen010	Land to the north of Puritan Way, Boston	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X	
Fen017	Land to the east of Fenside Road, Boston	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X	
Fis013	Land to the north of Toot Lane, Boston	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X	
Fis014	Land to the west of Toot Lane, Boston	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X	
Fis015	Land to the west of Toot Lane, Boston	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X	
Fis017	Land to the south of Wainfleet Road, Boston	✓	X	X	✓/X	✓/X	✓/X	✓/X	✓	X	✓/X	X	✓/X	✓/X	
Fis018	Land to the west of Toot Lane, Boston	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X	
Fis019	Land to the north of Ward Crescent,	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X	

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	Boston													
Fis023	Land to the south and east of Toot Lane and east of Whitehouse Lane, Boston	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	XX	✓/X	✓/X
Fis024	Land to the south and east of Toot Lane and east of Whitehouse Lane, Boston	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	XX	✓/X	✓/X
Fis025	Land to the sought and east of Toot Lane, Boston	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	XX	✓/X	✓/X
Fis031	Land to the east of Toot Lane, Boston	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Fra025	Land to the east of Fen Road, Boston	✓	X	X	X	✓/X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X
Pil001	Land to the east of South End, Boston	✓	✓	✓	✓	✓/X	X	✓/X	✓	✓	✓/X	XX	✓/X	✓
Pil005	Land to the north of Main Ridge East, Boston	✓	✓	✓	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓
Ski002	Land to the south of Vauxhall Road, Boston	✓	✓	✓	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓
Ski003	Land to the north-east of Freiston Road, Boston	✓	✓	✓	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓
Ski004	Land to the east of Kitwood Road, Boston	✓	✓/X	✓/X	X	✓/X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X
Sou001	Land to the west of Wyberton Low Road, Boston	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X
Sou007	Former Norton Lea Hospital, London Road, Boston	✓	X	✓	✓/X	✓/X	✓/X	✓/X	✓	✓	✓/X	XX	✓/X	✓/X

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Stn001	Land to the west of Carlton Road, Boston	✓	✓	✓	✓	✓/X	✓/X	0	✓	✓	✓/X	XX	✓/X	✓
Stn006	2 Fydell House, Fydell Street, Boston	✓	X	✓	✓	✓/X	✓/X	0	✓	✓	✓/X	X	✓/X	✓
Sts002	Land to the west of Frampton Place, Boston	✓	✓/X	✓	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓
Wit008	Land to the south of Norfolk Street, Boston	✓	✓/X	✓	✓	✓/X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	XX
Wit009	Land to the north of Fountain Lane, Boston	✓	✓/X	✓	✓	✓/X	✓/X	✓/X	✓	✓	✓/X	✓/X	✓/X	✓
Wyb040	Disused petrol station, London Road, Boston	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X
Mon001	Land to the north of Bourne Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓
Mon002	Land to the south of Horseshoe Road, Spalding	✓	X	X	✓/X	✓	0	0	✓	✓/X	✓/X	✓	✓/X	✓/X
Mon004	Land to the north of Horseshoe Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X
Mon007	Land to the south of Horseshoe Road, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	✓/X	✓/X	✓	✓/X	✓/X
Mon010	Land to the south of Horseshoe Road, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓/X	✓/X	✓/X
Mon011	Land to the south of Horseshoe Road, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Mon012	Land to the south of Horseshoe Road, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓/X	✓/X	✓/X

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Mon013	Land between Bourne Road, Horseshoe Road and East Road, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Mon014	Land to the north of Bourne Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	X	X	✓/X	✓/X	✓/X	✓
Mon015	Land to the north of Bourne Road, Behind Hectare House, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓/X	✓/X	X	✓/X	✓/X
Mon016	Land to the north of Bourne Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	X	X	✓/X	✓/X	✓/X	✓/X
Mon017	Land to the north of Bourne Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Mon018	Land off Monks House Lane, Spalding	✓	✓/X	X	✓/X	✓	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Mon019	366 Bourne Road, Pode Hole	✓	X	✓/X	✓/X	✓	✓/X	✓	X	✓/X	✓/X	✓/X	✓/X	✓/X
Mon020	Land to the west of Monks House Lane, Spalding	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Mon021	Land at Horseshoe Bridge, Horseshoe Road, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	X	✓/X	✓/X
Mon022	Pode Hole, Highways Depot, Bourne Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X
Mon023	Land to the south of Horseshoe Road, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓/X	✓/X	✓/X
Pin001	Land between Spalding and Pinchbeck	✓	X	X	✓/X	✓/X	✓/X	✓/X	X	X	✓/X	✓/X	✓/X	✓/X
Pin011	Land to the south of Wardentree Lane, Spalding	✓	XX	✓/X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓/X	✓/X	✓/X
Pin013	Land to the east of Spalding Road,	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
	Spalding													
Pin016	Land to the west of Spalding Road, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Pin020	Land to the west of Spalding Road, Spalding	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Pin026	Land to the east of Tydd Road, Spalding	✓	X	X	✓/X	X	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓/X
Pin031	Land to the west of Spalding Road, Spalding	✓	✓/X	X	✓/X	✓/X	✓/X	X	✓	X	✓/X	✓/X	✓/X	✓/X
Pin040	Land to the south of Market Way, Spalding	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Pin051	Farm Yard, Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Pin052	Land to the east of Tydd Road, Spalding	✓	X	X	✓/X	X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Pin053	Land between Spalding and Pinchbeck, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Pin054	Orchard House, Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Pin055	Land to the east of Tydd Road, Spalding	✓	X	X	✓/X	X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Pin056	Fox Glove Cottage, 4 Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Pin057	Land at Mill Green Road/Blue Gowt Drove, Spalding	X	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Pin058	Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X

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Pin059	Land on Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Pin060	Tydd Road, Pinchbeck, Spalding	✓	X	X	✓/X	X	✓/X	0	X	X	✓/X	✓/X	✓/X	✓/X
Pin060	Highfield Nursery, Spalding	✓	✓/X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Stj003	2-4 St John's Road, Spalding	✓	✓/X	✓	✓	✓/X	✓/X	✓/X	✓	✓	✓/X	✓	✓/X	✓/X
Stj004	Former PO Sorting Office, The Crescent, Spalding	✓	✓	✓	✓	✓/X	✓/X	✓/X	✓	✓	✓/X	✓	✓/X	✓/X
Stj005	Hawthorn Bank, Spalding	✓	✓/X	✓	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓	✓/X	✓/X
Stm001	Land to the east of Spalding Common, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Stm002	Land to the east of South Drove, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	✓	✓/X	X	✓/X	✓/X
Stm005	Land to the west of Spalding Drove, Spalding	✓	X	X	✓/X	✓/X	✓/X	X	X	X	✓/X	✓/X	✓/X	✓/X
Stm006	Land to the east of Spalding Common, Spalding	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Stm007	Land to the east of Spalding Common, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Stm008	Land to the east of Spalding Common, Spalding	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Stm009	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓/X	✓/X	✓/X
Stm011	Land to the east of Spalding Common, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Stm015	Land between Cowbit Road and Spalding Drove, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	?	X	X	✓/X	X	✓/X	✓/X

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Stm016	Land between Cowbit Road and Spalding Drove, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	X	✓/X	✓/X
Stm017	Land to the west of Spalding Drove, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	X	✓/X	✓/X
Stm018	Land between Cowbit Road and Spalding Drove, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	X	✓/X	✓/X
Stm019	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	X	✓/X	✓/X
Stm021	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	X	✓/X	✓/X
Stm023	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Stm025	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	X	✓/X	✓/X
Stm027	Land to the west of Fen End Lane, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Stm029	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X
Stm030	Land to the east of Barrier Bank and north of Burr Lane, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Stp003	Former Jewsons Premises, Roman Bank, Spalding	✓	X	✓	✓/X	✓/X	✓/X	0	✓	✓	✓/X	X	✓/X	✓/X
Stp004	80-89 Commercial Road, Spalding	✓	✓	✓	✓/X	✓/X	✓/X	0	✓	✓	✓/X	X	✓/X	✓/X
Stp005	Land to the east of Willow Row, Spalding	✓	✓	✓/X	✓/X	✓/X	✓/X	X	✓	✓	✓/X	X	✓/X	✓/X

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Main Service Centres – Reasonable Alternatives														
Cro002	Land between 34-42 Peterborough Road, Crowland	✓	X	✓/X	✓	X	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓
Cro010	Land to the west of Peterborough Road, Crowland	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓/X	X	✓/X	X	✓/X	✓
Cro011	Land to the north of Barbers Drove North, Crowland	✓	✓/X	✓/X	X	X	✓/X	0	✓/X	✓/X	✓/X	✓	✓/X	✓
Cro013	10 Barbers Drove South, Crowland	✓	✓	✓/X	✓/X	X	✓/X	0	✓	✓/X	✓/X	X	✓	✓
Cro017	Land to the west of Peterborough Road	✓	✓/X	X	✓/X	X	✓/X	0	X	X	✓/X	X	✓/X	✓
Cro020	Former Industrial Premises, East of Peterborough Road, Crowland	✓	✓	✓	✓	X	✓/X	0	✓/X	✓	✓/X	✓/X	✓/X	✓✓
Cro023	65 Peterborough Road, Crowland	✓	✓/X	✓	✓	X	✓/X	0	✓/X	✓	✓/X	✓/X	✓/X	✓
Cro024	Land to the rear od 60 North Street, Crowland	✓	✓	✓	✓/X	X	✓/X	✓/X	✓/X	✓	✓/X	✓/X	✓/X	✓
Cro025	Land at Alderlands Close, Crowland	✓	✓✓	✓	✓✓	X	✓/X	0	✓/X	✓/X	✓/X	✓/X	✓	✓✓
Cro027	Land adjacent to 27a Chapel Street	✓	✓✓	✓	✓✓	X	✓/X	0	✓/X	✓/X	✓/X	✓/X	✓/X	✓✓
Cro028	Former PO Sorting Office, 6A Reform Street, Crowland	✓	✓✓	✓	✓	X	✓/X	✓/X	✓/X	✓/X	✓/X	✓✓	✓/X	✓✓
Cro030	Land to the rear of 2-6 West Street, Crowland	✓	✓✓	✓	✓	X	✓/X	✓/X	✓/X	✓	✓/X	✓✓	✓/X	✓✓
Cro031	Land off Clout Drove, Crowland	✓	X	X	X	X	✓/X	0	X	X	X	X	X	✓/X
Cro038	Crowland Garden Centre, Postland Road, Crowland	✓	X	X	✓/X	X	✓/X	0	✓/X	✓	X	X	✓/X	XX
Cro041	Crowland Caravans, Postland Road,	✓	X	X	X	X	X	0	✓/X	✓/X	X	X	✓/X	XX

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	Crowland													
Cro045	Land west of Clout Drove, Crowland	✓	X	✓/X	✓/X	X	✓/X	0	X	X	✓/X	X	✓/X	✓/X
Don010	Land to the north of 12 Market Place, Donington	✓	✓/X	✓/X	✓	✓/X	✓/X	✓/X	✓	X	✓/X	✓✓	✓/X	✓/X
Don012	Land to the north of Park Lane, Donington	✓	X	X	✓/X	✓/X	0	0	✓/X	X	✓/X	✓	✓/X	✓/X
Don016	Land to the south of Town Dam Lane, Donington	✓	✓/X	X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Don017	Land to the north of Town Dam Lane, Donington	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Don029	Land adjacent to 69 Quadring Road, Donington	✓	✓/X	X	✓/X	✓/X	0	0	✓/X	X	✓/X	✓	✓/X	✓/X
Don031	Land to the north-east of Quadring Road, Donington	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	✓/X	✓	✓/X	✓/X
Don032	Land to the north-east of Park Lane, Donington	✓	✓/X	X	✓/X	✓/X	0	XX	✓	X	✓/X	✓✓	✓/X	✓/X
Don033	Land to the north of Church Lane, Donington	✓	✓/X	X	✓	✓/X	0	X	✓/X	X	✓/X	✓	✓/X	✓/X
Fle007	Land to the east of Branches Lane, Holbeach	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Hob002	Land to the south of Wignals Gate	✓	✓/X	X	✓/X	✓/X	✓/X	XX	✓/X	X	✓/X	✓/X	✓/X	✓/X
Hob005	Land to the east of Penny Hill Road, Holbeach	✓	✓	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Hob006	Land to the east of the A151	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Hob008	Land to the north of Spalding Road,	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X

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	Holbeach													
Hob009	Land to the north-west of Foxes Low Road, Holbeach	✓	X	X	✓/X	✓/X	✓/X	0	X	✓/X	✓/X	✓/X	✓/X	✓/X
Hob011	Land to the south of Wignals Gate, Holbeach	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓/X	X	✓/X	✓	✓/X	✓/X
Hob013	Land to the north of Spalding Road, Holbeach	✓	✓	✓	✓/X	✓/X	0	0	✓	X	✓/X	✓/X	✓/X	✓/X
Hob023	Land to the west of Barrett's Close, Holbeach	✓	✓	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	X	✓/X	✓/X
Hob026	Land to the north of Foxes Low Road, Holbeach	✓	X	X	✓/X	✓/X	✓/X	0	X	✓/X	✓/X	X	✓/X	✓/X
Hob033	18 Edinburgh Walk, Holbeach	✓	✓	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Hob035	Land at Northons Lane, Holbeach	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Hob039	Land to the south of Wignals Gate, Holbeach	✓	✓/X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	✓/X	✓/X	✓/X
Hob042	Land to the north of Northons Lane, Holbeach	✓	X	✓/X	✓/X	✓/X	✓/X	X	✓	X	✓/X	✓/X	✓/X	✓/X
Hob044	Land to the north of Northons Lane, Holbeach	✓	✓	✓	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Fra005	Land to the north of Middlegate Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	XX	✓/X	✓/X
Fra024	Land to the north of Middlegate Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	XX	✓/X	✓/X
Kir006	Land to the west of Boston Road, Kirton	✓	✓	✓/X	✓/X	✓/X	✓/X	0	X	X	✓/X	X	✓/X	✓/X

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Kir007	Land to the west of Boston Road, Kirton	✓	✓	✓/X	✓/X	✓/X	✓/X	0	X	X	✓/X	X	✓/X	✓/X
Kir009	Land to the south of London Road, Kirton	✓	X	✓	✓/X	✓/X	X	0	X	X	✓/X	X	✓/X	✓/X
Kir014	Land to the east of London Road, Kirton	✓	✓/X	✓	✓/X	✓/X	✓/X	✓/X	✓	X	✓/X	X	✓/X	✓/X
Kir015	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	✓	✓/X	✓/X	✓/X	X
Kir016	31-33 London Road, Kirton	✓	✓	✓/X	✓/X	✓/X	0	0	✓	✓	✓/X	✓/X	✓/X	X
Kir022	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	✓	✓/X	X	✓/X	X
Kir029	Land to the west of Horseshoe Lane, Kirton	✓	✓/X	✓	✓/X	✓/X	0	0	✓	X	✓/X	XX	✓/X	✓/X
Kir033	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	X	✓/X	✓/X
Kir036	Land to the north of Craven Avenue, Kirton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X
Kir037	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	?	✓	X	✓/X	✓/X	✓/X	X
Kir038	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓/X	✓/X	✓
Ged001	Land to the north of Gedney Road, Long Sutton	✓	✓/X	✓	✓/X	✓/X	X	0	✓/X	X	✓/X	XX	✓/X	✓
Los001	Land to the south of Woad Lane, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	✓/X	✓/X	X	✓/X	✓

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Los006	Land to the east of Station Road, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	✓/X	XX	✓/X	✓
Los009	Land to the east of Station Road, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	✓/X	XX	✓/X	✓
Los012	Land to the west of Wisbech Road, Long Sutton	✓	✓/X	✓/X	X	✓/X	✓/X	0	✓/X	✓/X	✓/X	X	✓/X	✓
Los014	Land to the west of Garnsgate Road, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	✓/X	X	✓/X	✓
Los019	Land to the south of Lancaster Drive, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓
Los020	Land to the south of Spring Gardens	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	✓/X	XX	✓/X	✓
Los021	Land to the south of Bull Lane	✓	✓	✓	✓/X	✓/X	✓/X	X	✓/X	✓/X	✓/X	✓/X	✓/X	✓
Los022	Land to the east of Little London, Long Sutton	✓	✓/X	✓/X	✓	✓/X	✓/X	0	✓	✓/X	✓/X	X	✓/X	✓
Los027	Land to the west of Garnsgate Road, Long Sutton	✓	✓/X	✓/X	✓	✓/X	✓/X	0	X	✓/X	✓/X	XX	✓/X	✓
Los028	Land to the west of Garnsgate Road	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	✓/X	✓/X	X	✓/X	✓
Los030	Land to the east of Seagate Road, Long Sutton	✓	✓	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	✓/X	X	✓/X	✓
Los032	Cold Store, Gedney Road, Long Sutton	✓	✓	✓	✓/X	✓/X	X	0	✓/X	✓	✓/X	XX	✓/X	✓
Los039	Market Street, Long Sutton	✓	✓	✓	✓/X	✓/X	✓/X	X	X	✓/X	✓/X	X	✓/X	✓
Los043	Land to the south of Bridge Road, Long Sutton	✓	X	✓/X	✓	✓/X	✓/X	0	X	X	✓/X	XX	✓/X	✓✓
Los047	Land to the west of Garnsgate Road, Long Sutton	✓	✓/X	X	✓	✓/X	✓/X	0	✓	✓/X	✓/X	XX	✓/X	✓

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Lut011	Land to the west of Lime Walk, Long Sutton	✓	✓/X	X	✓/X	✓/X	X	✓/X	✓/X	X	✓/X	XX	✓/X	✓
Pin003	Land to the west of Bear Lane, Pinchbeck	✓	✓	✓	✓/X	✓/X	✓/X	✓/X	✓	✓	✓/X	✓	✓/X	✓/X
Pin008	Land to the east of Church Street, Pinchbeck	✓	✓	✓	✓/X	✓/X	✓/X	XX	✓	✓/X	✓/X	✓	✓/X	✓/X
Pin017	Land to the south of Milestone Lane, Pinchbeck	✓	X	✓/X	✓/X	X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X
Pin021	Land to the south of Flaxmill Lane, Pinchbeck	✓	✓	✓	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Pin034	Land to the west of Flaxmill Lane, Pinchbeck	✓	X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Pin046	Land to the north of Milestone Lane, Pinchbeck	✓	✓	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Pin062	Former Dairy Depot, Pennytoft Lane, Pinchbeck	✓	✓/X	✓/X	✓/X	✓/X	X	0	✓	✓	✓/X	✓/X	✓/X	✓/X
Sut005	Land to the north of Wigtoft Road, Sutterton	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Sut007	Land to the north of Wigtoft Road, Sutterton	✓	✓/X	X	✓/X	✓/X	✓/X	X	✓	X	✓/X	X	✓/X	✓/X
Sut010	Land to the south of Spalding Road, Sutterton	✓	✓	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Sut011	Land to the west of Station Road, Sutterton	✓	X	X	✓	✓/X	X	0	✓	X	✓/X	X	✓/X	✓/X
Sut023	Land to the west of Station Road,	✓	✓	✓/X	✓	✓/X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X

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	Sutterton													
Sut026	Land to the north of Wigtoft Road, Sutterton	✓	✓/X	X	✓/X	✓/X	X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Sut027	Land to the south of Wigtoft Road, Sutterton	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Sut029	Land to the north of Spalding Road, Sutterton	✓	✓/X	X	✓/X	✓/X	✓/X	0	X	X	✓/X	X	✓/X	✓/X
Sut032	Land to the north of Wigtoft Road, Sutterton	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Sub016	Land to the west of New Road, Sutton Bridge	✓	✓/X	✓/X	✓/X	X	✓/X	0	X	X	✓/X	XX	✓	✓
Sub017	Land to the south of Bridge Road, Sutton Bridge	✓	✓	✓	✓	X	✓/X	0	✓	✓	✓/X	XX	✓	✓✓
Sub018	Land to the north of Nightingale Way, Granville Terrance, Chestnut Terrace and Allenby's Chance, Sutton Bridge	✓	✓/X	✓/X	✓	✓/X	✓/X	0	X	X	✓/X	XX	✓/X	✓✓
Sub020	The Chippings, New Road, Sutton Bridge	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓/X	✓	✓/X	XX	✓	✓
Sub021	Land to the rear of 76 New Road, Sutton Bridge	✓	✓	✓	✓/X	X	✓/X	0	✓/X	✓/X	✓/X	✓	✓	✓
Sub024	Land to the north of Withington Street and Chestnut Terrace, Sutton Bridge	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	XX	✓/X	✓✓
Swi016	Land to the north of Michael Moses Way, Swineshead	✓	✓/X	X	✓/X	X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Swi027	Land to the west of Station Road,	✓	X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X

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	Swineshead													
Swi029	Land to the south of Coles Lane, Swineshead	✓	X	✓/X	✓/X	X	✓/X	0	✓/X	X	✓/X	✓	✓/X	✓/X
Swi031	Land to the west of High Street, Swineshead	✓	✓	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓✓	✓/X	✓/X
Swi035	The Golden Cross, North End, Swineshead	✓	X	X	✓/X	X	✓/X	0	✓	✓	✓/X	✓✓	✓/X	✓/X
Swi036	Land to the east of High Street, Swineshead	✓	✓/X	X	✓/X	X	✓/X	XX	✓	X	✓/X	✓/X	✓/X	✓/X
Swi039	Land to the east of Manwaring Way and La Milesse Way, Swineshead	✓	✓/X	X	✓/X	X	✓/X	XX	✓	X	✓/X	✓	✓/X	✓/X
Minor Service Centres – Reasonable Alternatives														
Bic001	Land to the west of Drury Lane, Bicker	✓	X	✓/X	✓/X	✓/X	X	0	✓	X	✓/X	✓✓	✓/X	✓/X
Bic004	Land to the east of Donington Road, Bicker	✓/X	X	✓/X	✓/X	✓/X	0	0	✓/X	X	✓/X	✓✓	✓/X	✓/X
Bic010	Land between Milkinghall Lane and St Swithins Close, Bicker	✓	✓/X	✓/X	✓/X	X	0	0	✓	X	✓/X	✓✓	✓/X	✓/X
Bic014	Land to the west of Gauntlett Road, Bicker	✓/X	X	✓/X	✓/X	X	0	?	✓	X	✓/X	✓✓	✓/X	✓/X
Bic019	Land to the south of Rookery Road, Bicker	✓/X	X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓✓	✓/X	✓/X
But003	Land to the north of Watery Lane, Butterwick	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X
Cow001	Land to the west of Backgate, Cowbit	✓	✓/X	X	✓/X	X	✓/X	✓/X	✓	X	✓/X	✓/X	✓/X	✓/X
Cow010	Land to the west of Mill Drove, Cowbit	✓	✓/X	X	✓/X	X	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓/X

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Cow007	Land to the west of Backgate, Cowbit	✓	X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Cow008	Land to the west of Mill Drove, Cowbit	✓	✓/X	X	✓/X	X	✓/X	0	✓	✓/X	✓/X	✓/X	✓/X	✓/X
Cow013	Land to the rear of 55 Backgate, Cowbit	✓	X	✓/X	✓/X	X	✓/X	0	✓✓	✓/X	✓/X	✓✓	✓/X	✓/X
Cow014	Land to the west of Mill Drove South, Cowbit	✓	✓/X	X	✓/X	X	0	0	✓	✓/X	✓/X	✓/X	✓/X	✓/X
Dsn005	Land to the west of Littleworth Drove, Deeping St Nicholas	✓/X	X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Dsn011	Land to the west of Littleworth Drove, Deeping St Nicholas	✓	X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Dsn013	Land to the east of Littleworth Drove, Deeping St Nicholas	X	X	X	✓/X	X	0	0	✓	✓/X	✓/X	✓	✓/X	✓/X
Fis022	Land to the north of Fishtoft Road, Fishtoft	✓/X	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X
Fis040	Norwood Yard, Church Green Road, Fishtoft	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X
Fis041	Land to the east of Church Green Road, Fishtoft	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X
Fle010	Land to the west of Eastgate, Fleet Hargate	✓/X	✓	✓/X	✓/X	✓/X	0	0	X	X	✓/X	✓	✓/X	✓/X
Fle012	Land to the east of Lowgate, Fleet Hargate	✓	✓	✓	✓/X	✓/X	✓/X	✓/X	✓	X	✓/X	✓	✓/X	✓/X
Fle017	Land to the north of Old Main Road, Fleet Hargate	✓	✓	✓	✓/X	✓/X	✓/X	?	✓	X	✓/X	✓	✓/X	✓/X
Fle020	Land between Old Main Road and the	✓/X	✓/X	✓	✓/X	✓/X	✓/X	XX	✓	X	✓/X	✓	✓/X	✓/X

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	A17, Fleet Hargate													
Geh001	Land to the east of North Road, Gedney Hill	✓	✓/X	✓/X	X	X	✓/X	0	✓	✓	✓/X	✓✓	✓/X	X
Geh005	Land to the south of Highstock Lane, Gedney Hill	✓	✓/X	X	X	X	✓/X	0	✓	X	✓/X	✓	✓/X	X
Geh006	Land to the west of Sycamore View, Gedney Hill	✓	✓/X	X	X	X	✓/X	0	✓	X	✓/X	✓	✓/X	X
Geh007	Land to the west of Sycamore View, Gedney Hill	✓	✓/X	X	X	X	✓/X	0	✓	X	✓/X	✓	✓/X	X
Geh012	Land to the east of Hillgate, Gedney Hill	✓	✓/X	X	X	X	✓/X	X	✓	X	✓/X	✓✓	✓/X	X
Geh013	Land to the west of Station Road, Gedney Hill	✓	✓/X	✓/X	X	X	✓/X	0	✓	X	✓/X	✓	✓/X	X
Geh017	Land to the north of Mill Lane, Gedney Hill	✓	✓/X	✓/X	X	X	✓/X	✓/X	✓	X	✓/X	✓✓	✓/X	X
Gos011	Land to the north-west of Belchmire Lane, Gosberton	✓	X	X	X	X	✓/X	0	X	X	✓/X	✓	✓/X	✓/X
Gos014	Land to the east of Wargate Way, Gosberton	✓	✓/X	X	✓/X	X	✓/X	0	✓	✓/X	✓/X	✓	✓/X	✓/X
Gos024	Land adjacent High Street and Boston Road, Gosberton	✓	✓/X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Mou003	Land to the north of Broad Lane, Moulton	✓	✓/X	✓/X	✓	X	✓/X	0	✓	X	✓/X	✓✓	✓/X	✓/X
Mou013	Land to the north of Roman Bank, Moulton Chapel	✓/X	X	X	X	X	✓/X	0	✓/X	X	✓/X	✓	✓/X	X

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Mou014	Land to the north of Roman Road, Moulton Chapel	✓	X	X	X	X	0	0	✓	X	✓/X	✓✓	✓/X	X
Mou017	Land to the north of Roman Bank, Moulton Seas End	✓	X	X	X	X	✓/X	0	✓	X	✓/X	✓✓	✓/X	X
Mou028	Land to the east of Woodgate Road, Moulton Chapel	✓	X	X	X	X	0	X	✓	X	✓/X	✓	✓/X	X
Mou030	Land to the south of Roman Road, Moulton Chapel	✓	X	X	X	X	0	✓/X	✓	X	✓/X	✓✓	✓/X	X
Mou031	Land off Fen Gate Road, Moulton Chapel	✓	X	X	X	X	✓/X	0	✓	X	✓/X	✓✓	✓/X	X
Mou032	The Plough Public House, Woodgate Road, Moulton Chapel	✓	X	X	X	X	✓/X	✓/X	✓	X	✓/X	✓✓	✓/X	X
Mou034	Land to the east of Braybrooks Way, Moulton Chapel	✓	X	X	X	X	0	0	✓	X	✓/X	✓✓	✓/X	X
Old001	Land to the south of Old Main Road, Old Leake	✓	X	✓/X	✓/X	✓/X	0	0	✓/X	X	✓/X	XX	✓/X	✓/X
Old003	Land to the north of Old Main Road, Old Leake	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓/X	✓/X	✓/X
Old005	Land to the south and east of School Lane, Old Leake	✓	✓/X	✓/X	✓/X	✓/X	0	✓/X	✓	X	✓/X	✓/X	✓/X	✓/X
Old008	Land to the south of Meadow Way, Old Leake	✓	X	✓/X	✓/X	✓/X	0	0	X	X	✓/X	XX	✓/X	✓/X
Old016	Land to the rear of The White Hart, Church Road, Old Leake	✓	✓	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	XX	✓/X	✓/X
Qua006	Land to the south of Watergate,	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X

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	Quadring													
Qua007	Land to the north-west of Watergate, Quadring	✓	X	X	X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Qua008	Land to the south-east of Watergate, Quadring	✓	X	X	X	✓/X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Qua009	Land to the east of St Margarets, Quadring	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Qua011	Land to the south of Town Drove, Quadring	✓/X	✓/X	✓/X	✓/X	✓/X	0	?	✓	X	✓/X	✓	✓/X	✓/X
Qua012	Land off Main Road, Quadring	✓	X	X	X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Qua014	Land to the north-west of Watergate, Quadring	✓	X	X	X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Sur004	Land south of Station Road, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓/X
Sur005	Land to the west of Gosberton Road, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	✓	✓/X	✓	✓/X	✓/X
Sur009	Land to the east of Coalbeach Lane, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓/X	X	✓/X	✓	✓/X	✓/X
Sur008	Land to the south of Seas End Road, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Sur011	Land off Station Road, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Sur012	Land to the south of Park Lane, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓/X
Sur014	Land to the north of Seas End Road, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Suj002	Land to the east of Baulkins Drove,	✓/X	✓/X	X	X	X	0	0	✓	X	✓/X	✓	✓/X	X

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	Sutton St James													
Suj004	Land to the east of Bell's Drove, Sutton St James	✓/X	✓/X	X	X	X	0	0	✓	X	✓/X	✓	✓/X	X
Suj005	Land to the east of Sutton Gate, Sutton St James	✓	✓/X	X	X	X	0	0	✓	X	✓/X	✓	✓/X	X
Suj010	Land off Bette Camplings Close, Sutton St James	✓	✓/X	X	X	X	0	0	✓	✓	✓/X	✓	✓/X	X
Tyd005	Tysdale Manor, Common Way, Tydd St Mary	✓	✓/X	✓/X	X	X	✓/X	✓/X	✓	X	✓/X	✓	✓/X	X
Wsn004	Land to the east of Small Drove, Weston	✓	X	✓	✓/X	X	0	?	✓	X	✓/X	✓	✓/X	✓/X
Wsn006	Land to the south of Small Drove, Weston	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Wsn007	Land to the east of Pinfold Lane, Weston	✓	X	✓	✓/X	X	0	XX	✓	X	✓/X	X	✓/X	✓/X
Wsn010	Land to the east of Beggars Bush Lane, Weston	✓	X	✓/X	✓/X	✓/X	0	0	X	X	✓/X	✓/X	✓/X	✓/X
Wsn012	Land to the north-west of Broadgate, Weston	✓	X	X	✓/X	✓/X	0	0	✓	X	✓/X	✓/X	✓/X	✓/X
Wsn015	Land to the south of Small Drove, Weston	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Wsn021	Land to the south of High Road, Weston	✓	X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Wsn023	Land to the south of A151 Weston Bypass off Pinfold Lane, Weston	✓	X	✓	✓/X	X	0	0	X	X	✓/X	X	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Wsn024	Land to the south of A151 Weston Bypass off Pinfold Lane, Weston	✓	X	✓	✓/X	✓/X	0	0	X	X	✓/X	X	✓/X	✓/X
Wsn025	Land to the south of A151 Weston Bypass, Weston	✓	X	✓	✓/X	✓/X	✓/X	0	✓	X	✓/X	XX	✓/X	✓/X
Wsn030	Land to the south of High Road, Weston	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Wsn033	Land to the south of High Road, Weston	✓	X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓/X	✓/X	✓/X
Wha008	Land to the east of Kirkgate, Whaplode	✓	✓/X	✓	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Wha009	Land to the north of Abotts Garden, Whaplode	✓	X	✓	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Wha010	Land to the north of Cob Gate, Whaplode	✓	X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Wha021	Land to the west of Stockwell Gate, Whaplode	✓	X	✓	✓/X	✓/X	0	0	✓	X	✓/X	✓	✓/X	✓/X
Wha023	Land to the east of Church Gate, Whaplode	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓✓	✓/X	✓/X
Wha031	Land to the east of Church Gate, Whaplode	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	✓	✓/X	✓✓	✓/X	✓/X
Wig001	Jasmine House & Works, Asperton Road, Wigtoft	✓	✓	X	✓/X	X	0	✓/X	✓	✓	✓/X	✓	✓/X	✓/X
Wig002	Land to east of Asperton Road, Wigtoft	✓	✓/X	X	✓/X	X	0	✓/X	✓	X	✓/X	✓	✓/X	✓/X
Wig012	Land to north of Main Road, Wigtoft	✓/X	✓	X	✓/X	X	✓/X	?	✓	X	✓/X	X	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Wig015	Land to east of Asperton Road, Wigtoft	✓	✓	X	✓/X	X	0	0	✓	X	✓/X	X	✓/X	✓/X
Wra009	Geo H Kime & Co., Main Road, Wrangle	✓	✓/X	✓/X	✓//X	✓/X	✓/X	0	✓	✓	✓/X	X	✓/X	✓/X
Wra015	Land to the west of Broadgate, Wrangle	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X

Appendix 2 – Summary of SA findings for sites for Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople

	Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Allocations													
Land at The Stables, Baulkins Drove, Sutton St James	✓	X	X	X	X	0	0	✓	✓	✓/X	X	✓/X	✓/X

	Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Land at Bleu Raye Farm, Mill Gate, Whaplode Fen	✓	X	X	X	X	0	0	✓	X	✓/X	✓	✓/X	✓/X

Appendix 3 – Summary of SA findings for Employment Site Options

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Employment Allocations – Main Employment Areas														
BO001	Endeavour Park Boardsides, Boston	0	✓/X	✓/X	✓✓	✓	✓/X	0	✓/X	✓/X	✓/X	✓/X	✓/X	✓✓
BO006	Riverside Industrial Estate, Marsh Lane, Boston	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	✓/X	✓/X	✓	✓/X	✓✓
BO014	Q2: The Quadrant, Chain Bridge Road, Boston	0	✓/X	✓	✓✓	✓	✓/X	✓/X	X	X	✓/X	✓/X	✓/X	✓✓
CRO01	Crease Drove Business Park, Crowland	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	X	✓/X	✓	✓/X	✓✓
CRO09	Thorney Road, Crowland	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	X	✓/X	✓	✓/X	✓✓
HO002	Holbeach Food Enterprise Zone, Welbourne Lane South, Holbeach	0	✓/X	✓/X	✓	✓	✓/X	0	X	X	✓/X	✓/X	✓/X	✓✓
KI004	Kirton Distribution Park, Wash Road, Kirton	0	✓/X	✓/X	✓✓	✓	✓/X	0	✓/X	✓/X	✓/X	✓/X	✓/X	✓✓
LO002	Bridge Road Industrial Estate, Bridge Road, Long Sutton	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	✓	✓/X	✓/X	✓/X	✓✓
LO007	Land to the south of Bridge Road, Long Sutton	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓✓
SB002	Wingland, Millenium Way, Sutton Bridge	0	✓/X	✓/X	✓✓	✓	✓/X	0	X	✓/X	✓/X	✓/X	✓/X	✓✓
SP001	Wardentree Lane, Spalding	0	✓/X	✓	✓	✓	✓/X	0	X	X	✓/X	✓	✓/X	✓✓
Employment Allocations – Local Employment Areas														
SB005	Railway Lane Industrial Estate, Railway Lane, Sutton Bridge	0	✓/X	✓	✓✓	✓	X	0	✓/X	X	✓/X	✓/X	✓/X	✓✓
SU003	Love Lane, Sutterton	0	✓/X	✓/X	✓✓	✓	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓✓
Employment Allocations – Restricted Employment Sites														

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
BO009	Boston Port Estate, St John's Road, Boston	0	✓/X	✓/X	✓✓	✓	✓/X	✓/X	✓/X	✓	✓/X	✓/X	✓/X	✓✓
SB003	Sutton Bridge Port, West Bank Road, Sutton Bridge	0	✓/X	✓/X	✓✓	✓	✓/X	0	X	X	✓/X	✓/X	✓/X	✓✓
Employment Allocations – Established Employment Sites														
BI001	JDM Food Group, Monument Road, Bicker	0	✓/X	✓/X	✓	✓	✓/X	✓/X	✓/X	✓/X	✓/X	✓✓	✓/X	✓✓
BI006	Transflor Ltd, Donington Road, Bicker	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	✓/X	✓/X	✓✓	✓/X	✓✓
BO012	Tulip Ltd, New Hammond Beck Road, Boston	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓✓
FL001	Intergreen, Washway Road, Fleet Hargate	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	X	✓/X	✓	✓/X	✓✓
HO001	Fleet Road Industrial Estate, Fleet Road, Holbeach	0	✓/X	✓	✓	✓	✓/X	0	✓/X	✓/X	✓/X	✓/X	✓/X	✓✓
MO001	Former Gardman Premises, High Street, Moulton	0	✓/X	✓/X	✓	✓	✓/X	?	✓/X	✓/X	✓/X	✓✓	✓/X	✓✓
OL001	M Baker & Son, Wainfleet Road, Old Leake	0	✓/X	✓/X	✓✓	✓	✓/X	0	X	X	✓/X	✓/X	✓/X	✓✓
SB004	Railway Lane East, Sutton Bridge	0	✓/X	✓	✓✓	✓	✓/X	?	✓/X	X	✓/X	✓/X	✓/X	✓✓
SR001	Gosberton Road, Surfleet	0	✓/X	✓/X	✓	✓	✓/X	X	✓/X	✓/X	✓/X	✓/X	✓/X	✓✓

Appendix 4 – Summary of SA findings for Retail Allocation and Reasonable Alternatives

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