

BOSTON BOROUGH COUNCIL

LOCAL IMPACT REPORT

BOSTON ALTERNATIVE ENERGY FACILITY

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1 Terms of Reference

Introduction

- 1.1 This report comprises the Local Impact Report (LIR) of Boston Borough Council (BBC).
- 1.2 The Local Authority has had regard to the purpose of LIRs as set out in s60(3) of the Planning Act 2008 (as amended), DCLG's Guidance for the examination of applications for development consent and the Planning Inspectorate's Advice Note One, Local Impact Reports, in preparing this LIR.
- 1.3 It should be noted that BBC has and continues to engage with this NSIP project – its promoters and technical advisers – as the project progresses through the Examination process. The Council has identified a number of issues throughout the process, and continues to work with the project team in a collaborative and proactive way to seek to find solutions where possible.
- 1.4 In addition BBC submitted a Relevant Representation and is in process of agreeing a Statement of Common Ground (SOCG). As such the LIR should be read in conjunction with those documents. The Council also reserves the right to amend or supplement this LIR should it become necessary as the Examination progresses, such as to respond to updated information or an amended SOCG.

Purpose and Structure of the LIR

- 1.5 The LIR's primary purpose is therefore to identify the policies in Local Plans as far as they are relevant to the proposed development and the extent to which the development accords with these policies. It does this under topic-based headings (following the form of the Overarching National Policy Statement (NPS) for Energy (EN-1)) reflecting the likely nature of impacts. The key issues for the local authority and the local community are then identified, followed by commentary on the extent the applicant addresses these issues by reference to the application documentation, including the DCO articles, requirements and obligations, as relevant.
- 1.6 It is noted and accepted that an array of statutory and non-statutory consultees have and continue to engage with the DCO process, including provision of their own comments. This LIR does not seek to supplement any comments made by those parties, as it is understood that the Inspector will take these into consideration in any event. Commentary is only provided in so far as they may be relevant to the Council's position on the relevant issues.

2 Description of the area

- 2.1 The site is located beside the River Witham, which at this point is known as the Haven. It is partly within the South East Lincolnshire Local Plan (SELLP) Employment Land allocation for the 'Riverside Industrial Estate'. The other part is located on land allocated as 'countryside'.
- 2.2 The 'Riverside Industrial Estate' hosts various industrial uses, such as an abattoir, food processing, ink-jet cartridge manufacture, metal fabrication, storage and distribution. There are also a number of recycling uses on the industrial estate. These are in accordance with the Lincolnshire County Council Minerals and Waste Local Plan allocation on the industrial estate. The area, cumulatively, is a key employment generating area locally.
- 2.3 The proposal includes a wharf on the river. This requires the closure of the footpath along the riverside to avoid conflict with the wharf operation. The route of the footpath is directed along existing footpaths in other locations to allow walkers to negotiate the site.

- 2.4 On the eastern side of the river the river bank is part of the Havenside Country Park. This is designated as a Local Wildlife Site and as a Local Nature Reserve. Adjoining this is Metsa Wood and the former Fogarty factory, both being allocated established employment sites in the SELLP. There is also a significant area of residential development to the east of the river. Some of this is close to the wharf, being beside the Havenside Country Park.
- 2.5 It is considered that the Application documents clearly and robustly set out the context for the site. They also clearly identify the scale of the proposals relative to the existing buildings nearby, including the smaller power station located beside the site, and on a wider basis St Botolph's church, which is a prominent local historical landmark.

3 Statutory Development Plan

- 3.1 The Planning and Compulsory Purchase Act 2004 section 38 (3)(b) (as amended) describes the development plan as the development plan documents, which have been adopted or approved in relation to that area.
- 3.2 These are the SELLP adopted March 2019 and the Lincolnshire County Council Minerals and Waste Local Plan (LCCM&WLP). The Core Strategy and Development Management Policies DPD was adopted in June 2016 and the Site Locations DPD was adopted in December 2017.
- 3.3 It is considered that the Environmental Statement, and other supporting documents submitted with the Development Consent Order clearly articulate the relevant planning policy context.

ASSESSMENT OF IMPACTS AND ADEQUACY OF RESPONSE

4 Introduction

- 4.1 Leading on from the description of the area the proposal has the following impacts that the Examining Authority will need to consider. They are listed in alphabetical order. The Local Impact Report guidance indicates this report should provide a statement of positive, neutral and negative local impacts but should not contain a balancing exercise, as that is for the Examining Authority.
- 4.2 In addition BBC submitted a Relevant Representation and is in process of agreeing a Statement of Common Ground (SOCG). As such the LIR should be read in conjunction with those documents.
- 4.3 The following is a summary list of impacts, these impacts can either be directly or in-directly attributed to the development. They also include residual impacts taken after designed-in mitigation measures have been applied. Many are contained in the Council's Relevant Representation.

Potentially Positive Impacts

- Dealing with waste products,
- Employment and improvement in skills from the proposed development and from the use of bi- products locally.

- Level of direct and in-direct investment locally as a result of construction and operation of the facility
- Delivery of employment within an allocated employment area

Potentially Neutral Impacts

- The impact on highway traffic flows, owing to the incorporation of construction and operation deliveries by boat, without which the impact would have been potentially negative.

Potentially Negative Impacts

- The impact on climate change,
- The impact of emissions on human health,
- The impact on and from flood risk
- The impact on landscape,
- The impact on marine and terrestrial biodiversity (including water quality),
- The impact on public rights of way, recreation and tourism,
- The impact of the chimney on the visual dominance of St Botolph's tower, and other resultant impacts on other heritage assets including archaeology.

4.4 The following sections identify the relevant policies within the development plan, the key issues raised by the proposed development and the extent to the applicant addresses them and thus the proposal complies with local policy.

4.5 As mentioned, for ease of reference, the headings broadly reflect those used in Part 5 of the Overarching NPS for Energy (EN-1).

4.6 The following commentary will focus on the SELLP and the Environmental Statement (ES). The LCCM&WLP will be left for the County Council to consider against the proposal given their role as the Minerals and Waste Planning Authority, however where necessary BBC may provide a comments on these matters.

5 The Principle of Development

Local Plan Policy

5.1 The SELLP Policy 7: Improving South East Lincolnshire's Employment Land Portfolio (See Appendix 1) supports proposals that assist in the delivery of economic prosperity. The Riverside Industrial Estate allocation supports use classes B1, B2 and B8.

5.2 Part of the site is outside the employment allocation in an area allocated as countryside. Policy 7 under the 'Other Employment Sites' sub heading also provides criteria for assessing development that is outside the employment allocation.

5.3 The LCCM&WLP Site Allocations Policy SL3 (See Appendix 2) seeks to provide future requirements for new waste facilities in order to meet capacity gaps in accordance with Policy W1 of the Core Strategy (See Appendix 3) in a list of locations. One of these is the Riverside Industrial Estate referenced WA22-BO. The area the policy relates to is shown in Appendix 4 and includes all the BAEF site.

Commentary

- 5.4 The reason for the difference between the allocated area for the Riverside Industrial Estate in the SELLP and the LCCM&WLP is because the allocated area in the previous Boston Borough Local Plan 1999 was reduced in the SELLP, owing to a lack of evidence of need. The LCCM&WLP matches the Boston Borough Local Plan 1999.
- 5.5 The seven criteria listed in Policy 7 of the SELLP under 'Other Employment Sites' could all be neutrally or negatively impacted by the proposal. Many correspond with the issues the Examining authority will balance when assessing the proposal. Therefore, in principle, the Council considers that the proposal could be compliant with Policy 7.
- 5.6 It is the Councils view that the proposal also broadly complies in principle with the LCCM&WLP Core Strategy.

Adequacy of the application/DCO

- 5.7 The Environmental Statement (ES) for the application contains chapters that address many of the issues raised by these seven criteria. Therefore, it contains adequate information for the Examination Authority to assess levels of compliance with the criteria and the weight to be applied to it and national policy. The Council does not therefore raise any concerns regarding the broad principle of the development.

6 Air Quality and Emissions

Local Plan Policy

- 6.1 The SELLP contains Policy 30: Pollution (See Appendix 5). It considers air quality as well as other issues.

Commentary

- 6.2 Air quality is a potentially negative impact. There will be impact locally during construction, owing to dust from building operations, disturbance of soil and traffic.
- 6.3 When the facility is operating air quality will be impacted by emissions from the chimneys and transport modes. This may be a local impact or more widely. Emissions from the chimney is a major concern for local people as indicated by the responses received to the proposal. It is noted that the submission includes an array of measures including mitigation, and reliance on other permitting regimes to address air quality.

Adequacy of the application/DCO

- 6.4 The ES contains Chapter 14 that discusses air quality. The summary table highlights dust, particulates, transport emissions and odour during construction and operation. It is acknowledged that various measures have been proposed to ensure that there is an acceptable level of impact, and those measures are still being refined through discussions including provisions through Requirements of the DCO and potentially through S106. It is anticipated that an agreed position may be reached and this will be articulated through the SOCG.

7 Biodiversity and Geological Conservation

Local Plan Policy

- 7.1 The SELLP contains Policy 28: The Natural Environment (See Appendix 6). This includes internationally and nationally designated sites such as the Wash that has SPA, SAC, Ramsar and SSSI designations. The Havenside Country Park on the eastern side of the Haven is a locally designated site, being a Local Wildlife Site and a Local Nature Reserve. The policy also seeks to

address gaps in the ecological network and this relates to how the site is designed and developed and thereby what contribution it can make to this issue.

Commentary

- 7.2 Biodiversity is a potentially negative impact. The local impact will be from site clearance of any vegetation on the site to allow the construction of the facility that removes habitat for resident species. Wider impacts are likely to be from noise, light and construction emissions of dust and any disturbance to the river processes that may impact the wash. It is, however, noted that a variety of mitigation measures have been proposed.

Adequacy of the application/DCO

- 7.3 The ES contains Chapter 17 on Marine and Coastal Ecology and an HRA in appendix 17.1. Chapter 12 considers Terrestrial Ecology and refers to Havenside LNR and various fauna during construction and operation. The Council acknowledges that the Environment Agency and Natural England are the expert bodies for this issue and the adequacy of the evidence.

8 Dust, odour, artificial light, smoke, steam and insect infestation

Local Plan Policy

- 8.1 The SELLP contains Policy 30: Pollution (See Appendix 5). It considers air quality, including fumes and odour plus light levels as well as other issues.

Commentary

- 8.2 Many of these issues relate to air quality and are a potentially negative impact. There will be local impact during construction, owing to dust from building operations, disturbance of soil and traffic.
- 8.3 When the facility is operating air quality will be impacted by emissions from the site such as dust, odour from broken bales and thereby insects. Lighting is also a potential impact on local residents to the east of the River Haven and users of the river but they are to be controlled with timers and motion sensors to limit visual impact overnight.

Adequacy of the application/DCO

- 8.4 The ES contains Chapter 14 that discusses air quality. The summary table highlights dust, particulates, transport emissions and odour during construction and operation. Chapter 12 considers Terrestrial Ecology and refers to lighting in relation to bats. Lighting is also considered in Chapter 18 Navigational Issues and Chapter 9 Landscape and Visual Impact. The Council considers that many of these effects will be mitigated through various embedded mitigation measures as proposed by the documents supporting the DCO. In addition, there are opportunities for any residual effects to be further mitigated through provisions contained with the S106 that is presently under discussion.

9 Flood Risk

Local Plan Policy

- 9.1 The SELLP contains Policy 4: Approach to Flood Risk (See Appendix 7). Essential infrastructure is referred to in paragraph 2. The issue is also featured in policies 2: Development Management (See Appendix 8), 3: Design of New Development (See Appendix 9), 28: Natural Environment (See Appendix 6), 30: Pollution (See Appendix 5) and 31: Climate Change and Renewable and Low Carbon Energy (See Appendix 10).

Commentary

- 9.2 The Borough is at risk of tidal flooding and the site is located against the tidal section of the River Witham, known as the Haven at this point. Therefore, the flood risk issue is twofold: from the river onto the site and how activities on the site affect existing drainage. It therefore, has a potentially negative impact.

Adequacy of the application/DCO

- 9.3 Flood risk is considered in the ES in Chapter 13 in relation to increased sediment and surface water run off for the construction and operation phases. The need for the project is found in Chapter 2 and this may clarify the 'essential' infrastructure criterion in the local plan policy and the NPG in paragraph: 066 Reference ID: 7-066-20140306. Furthermore a flood risk assessment is at Appendix 13.2. The Council acknowledges that the Environment Agency are the expert body for this issue and the adequacy of the evidence.

10 Historic Environment**Local Plan Policy**

- 10.1 The SELLP contains Policy 29: The Historic Environment (See Appendix 11).

Commentary

- 10.2 There are many types of historic environment that will be impacted in some way by the proposal. The most dominant of these is the St Botolph's church tower where views of it may be impacted by shared views of the chimneys. This was raised by a Councillor in obtaining their agreement to this document. It is also in proximity with other cultural assets, such as Wyberton Conservation Area, Wyberts Castle Scheduled monument and St Leodegar's church in Wyberton. In addition, there are likely to be archaeological impacts as a result of the location of the site and the construction impacts.

Adequacy of the application/DCO

- 10.3 ES Chapter 8 considers cultural heritage. The summary table lists the dozen designations, the types of impact and the types of mitigation. In addition, archaeology is also dealt with. The Council considers that many of these effects will be mitigated through various embedded mitigation measures as proposed by the documents supporting the DCO. In addition, there are opportunities for any residual effects to be further mitigated through provisions contained with the S106, which is presently under discussion.

11 Landscape and Visual**Local Plan Policy**

- 11.1 The SELLP does not have a single policy that considers this issue. However, Policy 2: Development Management (See Appendix 8), Policy 3: Design of New Development (See Appendix 9) and Policy 31: Climate Change and Renewable and Low Carbon Energy (See Appendix 10) do refer to elements of a proposal that impact landscape and visual impacts. E.g. size, scale, layout, density, orientation, design, improving the character and quality of an area, protecting or incorporating existing built assets and green infrastructure.

Commentary

- 11.2 The site is within an industrial site that contains some relatively large buildings. The existing Boston Biomass UK No 3 Ltd facility is quite large in comparison to the existing buildings but small in comparison to the BAEF. The proposal is large and tall, especially the chimneys. Although the existing structures provide some screening and context to its scale the BAEF will

be dominant from some viewpoints and therefore has a potentially negative impact on the landscape. It is considered that there will be significant impacts on views from the riverbanks, including Havenside Country Park.

Adequacy of the application/DCO

- 11.3 Chapter 9 of the ES considers Landscape and Visual Impact. It includes character areas from the Borough Council's Landscape Character Assessment and various viewpoints. The impact is considered for year 1 and year 15 of the proposal. The Council considers that many of these effects will be mitigated through various embedded mitigation measures as proposed by the documents supporting the DCO. In addition, there are opportunities for any residual effects to be further mitigated through provisions contained with the S106 that is presently under discussion.

12 Noise and Vibration

Local Plan Policy

- 12.1 The SELLP contains Policy 30: Pollution (See Appendix 5). It considered noise including vibration as well as other issues.

Commentary

- 12.2 Noise is raised as an issue in four of the responses and as a form of impact on human health has a potentially negative impact. It was also raised by a Councillor in obtaining their agreement to this document.

Adequacy of the application/DCO

- 12.3 Chapter 10 of the ES considers noise and vibration during construction and operation on residential property. The Council considers that many of these effects will be mitigated through various embedded mitigation measures as proposed by the documents supporting the DCO. In addition, there are opportunities for any residual effects to be further mitigated through provisions contained with the S106, that is presently under discussion.

13 Socio Economic Policies

Local Plan Policy

- 13.1 The SELLP does not have a single policy that considers this issue. However, Policies 7: Improving South East Lincolnshire's Employment Land Portfolio (See Appendix 1), 9: Promoting a Stronger Visitor Economy (See Appendix 12) and 31: Climate Change and Renewable and Low Carbon Energy (See Appendix 10) do relate to this issue in parts.

Commentary

- 13.2 The proposal will provide employment during construction and apprenticeships are being offered in the S106. This supports the job creation aim of Policy 7 and as a result is a potentially positive impact. In addition Policy 31 supports renewable energy development. It is also hoped the development will improve power capacity in the locality. However, the justification to Policy 9 indicates tourism is an important feature of the local economy and so the impact on the public footpath is an important issue that requires resolving as that is a potentially negative impact.

Adequacy of the application/DCO

- 13.3 The ES contains Chapter 20 Socio Economics and concludes the impact is mostly negligible although some are beneficial. It does consider the footpath when concluding the impact on

tourism is negligible. However, the County Council and ourselves have concerns on the suitability of the alternative footpath.

- 13.4 There is significant potential for positive effects both in terms of direct and in-direct employment during construction and operation; and in particular the commitment to education/skills/apprenticeships is welcomed. In addition, there is potential for positive economic impacts both directly and in-directly both during construction and operation because of the level of investment required to deliver and operate the facility. There will be wider net effects for example because of supply-chains, need for hotel accommodation, and the level of spend associated with the size workforce required throughout construction. The Council welcomes these effects and measures to be included within the DCO and S106 to secure these benefits and ensure that the positive impacts are received locally.
- 13.5 The Council also supports the desire to ensure that the facility is future proofed, so that bi-products such as CO₂ can be captured in significant quantities that can in turn support our existing food sectors, which are significant local employers. This approach should be expanded to look at battery-storage and the opportunities to support other inter-linked opportunities, businesses and supply chains that could co-locate in proximity to the development.
- 13.6 The Council considers that on the whole the socio-economic impacts are likely to be positive, particularly when supported by the various embedded mitigation measures as proposed by the documents supporting the DCO. In addition, potential provisions within the S106 (currently under discussion) will provide further opportunities to deliver socio-economic benefits, which would assist in the balancing out any residual negative impacts.

14 Traffic and Transport

Local Plan Policy

- 14.1 The SELLP Policies 2: Development Management (See Appendix 8) and 33: Delivering a More Sustainable Transport Network (See Appendix 13) consider traffic and highway, including footpaths, issues.

Commentary

- 14.2 The change from earlier versions of the scheme to bring construction materials to the site by boat, once part of the wharf is constructed, reduces the construction impact on the local highway network and as a consequence the impact is potentially neutral. The wharf requires the closure of a footpath. It is proposed to use another existing footpath to provide the lost route beside the river and our concerns about this are referred to above. It is also the Council's aim for this development to encourage better public transport and road links to the industrial estate.

Adequacy of the application/DCO

- 14.3 Chapter 19 of the ES considers this issue, including the impact on, and closure of, a footpath. The replacement route is along a footpath that is much narrower and more enclosed than the one that runs along the riverbank. More detail is required to provide a suitable alternative route that will also benefit Socio Economic issues above.
- 14.4 The Council is currently in dialogue regarding the scheme to provide an alternative PROW route and appropriate mitigation. Subject to a mutually agreeable solution being reached, the Council considers that there is no reason appropriate mitigation cannot be secured. In addition, there

are opportunities for any residual effects to be further mitigated through provisions contained with the S106 that is presently under discussion.

15 Waste Management

Local Plan Policy

15.1 The SELLP has a very minor role in this issue. This issue primarily rests with the County Council.

Commentary

15.2 The ES suggests Policy 3: Design of New Development (See Appendix 9) contains some useful principles. However, it is the role of the LCCM&WLP and the County Council are better positioned to commentate on the suitability of the ES in this regard. Generally, as a method of processing waste it is considered the proposal has a potentially positive impact, especially if transporting waste to North Hykeham Energy from Waste plant can be avoided. The Council also recognises the role that this facility will play in dealing with a national need, and thus, logically, its role should not be confined or constrained by the LCCM&WLP in isolation.

Adequacy of the application/DCO

15.3 Chapter 23 of the ES considers this issue.

16 Water Quality and Resources

Local Plan Policy

16.1 The SELLP Policy 30: Pollution (See Appendix 5) considers water quality. It is cross-referenced in the justification for Policy 2: Development Management (See Appendix 8).

Commentary

16.2 The local plan policy relates to surface and ground water. Poor surface water quality will impact terrestrial biodiversity as well as impact the saline water quality in the river and the Wash and as such has a potentially negative impact.

Adequacy of the application/DCO

16.3 Chapters 11, 12, 13, 15, 16, 17 of the ES consider this issue. The major focus of the assessment is on the marine environment but on shore, surface water is referred to in chapter 13.

17 Summary

17.1 Boston Borough Council is broadly supportive of the proposals for a variety of reasons including but not limited to:

- The proposed use would lead to employment within an area allocated for Employment development in the Local Plan.
- The proposal would bring significant investment, and create opportunities for improvement in economic conditions, skills, employment and create a lasting legacy for the town.
- The proposals would see waste products converted to energy, meeting local targets and supporting the national requirement for waste disposal and renewables. Other bi-products would also be captured or reused for other purposes.
- The use of the River during construction and operation would prevent issues relating to highway use and in-direct impacts such as air quality.

17.2 Boston Borough Council agrees with the Inspector that there are an array of issues that require further analysis, however, in overall terms, the Council considers that these issues and the resultant impacts can be appropriately dealt with or mitigated through the various documents submitted in conjunction with the Development Consent Order.

17.3 Boston Borough Council considers, that subject to the requirements (conditions) in the draft Development Consent Order, and subject to the conclusion of a S106 to the Councils satisfaction, it is considered that in isolation, or taken cumulatively, the local impacts of this development would be acceptable, and that broadly the scheme would accord with local and national policies.

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18 Appendix 1: Policy 7 of South East Lincolnshire Local Plan**Policy 7: Improving South East Lincolnshire's Employment Land Portfolio**

The South East Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and some 17,600 jobs in the area, 3,800 in Boston Borough and 13,800 in South Holland District. Of these about 10,300 jobs fall into Class B.

Main Employment Areas

The Policies Map identifies Main Employment Areas, as listed below, which are reserved for main employment in Classes B1, B2 and B8. On Mixed-use development sites, which incorporate main employment uses under Class B as specified for each site, together with other identified appropriate employment-generating uses, non-Class-B uses will only be supported where the applicant can demonstrate they are ancillary to the effective functioning of the Mixed-Use Area identified #. A master plan will be required for prestige sites identified*.

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

Reference	Main Employment Area	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class
BO001	Boston Endeavour Park	13.3	4.3	B1
BO006	Riverside Industrial Estate, Boston	89.7	18.0	B1, B2, B8
BO008	Q2: The Quadrant, Boston*#	63.3	2.5	B1, A2, A3, A4
CRO01	Crease Drove Business Park, Crowland	6.09	1.9	B1, B2, B8
CRO07	Thorney Road, Crowland	1.7	1.7	B1, B2, B8
HO002	Holbeach Food Enterprise Zone*#	17.0	16.0	B1, B2, B8, D1
KI001	Kirton Distribution Park*#	21.9	15.4	B1, B2, B8, sui generis
LO002	Bridge Road Industrial Estate, Long Sutton	2.10	0.4	B1, B2, B8

LO009	Bridge Road, Long Sutton*	4.8	4.8	B1, B2, B8
SP001	Wardentree Lane, Spalding	182.9	34.6	B1, B2, B8
SP002	Lincs Gateway, Spalding*#	22.2	16.2	B1, B2, B8, A3, A4, C1
SP012	Clay Lake, Spalding*	36.9	18.3	B1, B2, B8
SU001	Sutterton Enterprise Park	6.28	2.6	B2
SB002	Wingland, Sutton Bridge	24.4	2.3	B1, B2, B8
	TOTAL		139	

Local Employment Areas

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

Reference	Local Employment Area	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class
SU003	Love Lane, Sutterton	1.63	0.2	B1, B2, B8
SB005	Railway Lane Industrial Estate, Sutton Bridge	0.60	0.2	B1, B2, B8
	TOTAL		0.4	

Restricted Use Employment Sites

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

Reference	Restricted Use Site	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class
BO009	The Port Estate, Boston	29.8	-	B1, B2, B8 – port related
SP037	Spalding Power Station	5.5	-	-

SP038	Spalding Power Station B	14.6	11.0	B1, B2, B8 – power generation
SB003	Sutton Bridge Port	24.6	9.6	B1, B2, B8 – port related
SB007	Wingland Power Station	8.0	-	-
SB014	Wingland Power Station B	14.4	14.2	B1, B2, B8 – power generation
TOTAL			34.8	

Established Employment Sites

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

Reference	Established Employment Sites	Location
BO002	Boston Trade Park	Boston
BO003	Nelson Way Industrial Estate	Boston
BO004	Broadfield Lane Industrial Estate	Boston
BO005	Redstone Industrial Estate	Boston
BO011	Metsawood/Fogarty's	Boston
BO012	Tulip Ltd	Boston
BO015	Station Street	Boston
BO056	Rolec Services Ltd	Boston
BI001	JDM Food Group	Bicker
BI003	Transflor Ltd	Bicker
BU001	Produce World	Butterwick
BU002	Pearson Packaging	Butterwick
CR003	Horseshoe Yard	Crowland
DO001	Millfield Road Industrial Estate	Donington
DO002	Mill Lane	Donington
DO003	High Street	Donington
DO007	Station Approach	Donington
FL001	Intergreen	Fleet Hargate
FL004	Hallgate north	Fleet Hargate

FL006	Hallgate south	Fleet Hargate
FR001	Freiston Enterprise Park	Freiston
GO002	Morris Machinery	Gosberton
GO003	Prince Build	Gosberton
HO001	Fleet Road Industrial Estate	Holbeach
KI002	Manor Road	Kirton
KI015	Wash Road	Kirton
LO001	Hundreds Lane	Long Sutton
LO003	Canebuzo	Long Sutton
LO005	Hallgate Timber	Long Sutton
LO006	Lime Walk	Long Sutton
LO016	Seagate Road South	Long Sutton
OL001	M Baker & Son	Old Leake
OL002	Charles Wright & Sons	Old Leake
QU005	Turners	Quadrang
SP003	Fulney Lane North	Spalding
SP030	Marsh Road	Spalding
SR001	Gosberton Road	Surfleet
SR002	Seas End Road	Surfleet
SU004	Spalding Road Industrial Estate	Sutterton
SB001	West Bank Industrial Estate	Sutton Bridge
SB004	Railway Lane east	Sutton Bridge
SW001	North End Business Park	Swineshead
SW002	Station Road Industrial Estate	Swineshead
SW003	Mason Bros	Swineshead
WH001	Whaplode Industrial Estate	Whaplode
WE001	Flamingo Flowers	Weston

Other Employment Sites

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

- a. the development does not conflict with neighbouring land uses;

- b. there is no significant adverse impact upon the character and appearance of the area;
- c. the design is responsive to the local context;
- d. there will be no significant adverse impact on the local highway network;
- e. there will be no significant adverse impact upon the viability of delivering any allocated employment site;
- f. proposals maximising opportunities for modal shift away from the private car are demonstrated; and
- g. there is an identified need for the business location outside of identified employment areas on the Policies Map.

Loss of Employment Sites and Buildings to Non Employment Uses

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

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

19 Appendix 2: Policy SL3 of Lincolnshire Minerals and Waste Local Plan

Future requirements for new waste facilities in order to meet capacity gaps, in accordance with Policy W1 of the Core Strategy and Development Management Policies document, will be provided through:

- the granting of planning permission for waste uses at the following site where the applicant can demonstrate that the proposal is in accordance with the development plan:

Site Reference	Name	Town	Area
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WS17-SK	Vantage Park, Gonerby Moor	Grantham	2.4 ha
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and

- the granting of planning permission for waste uses within the following areas where the applicant can demonstrate that the proposal is in accordance with the development plan:

Site Reference	Name	Town	Area
WA01-WL	Heapham Road	Gainsborough	34 ha
WA02-CL	West of Outer Circle Road	Lincoln	26.9 ha
WA03-CL	Allenby Road Trading Estate (North)	Lincoln	14.8 ha
WA04-CL	Allenby Road Trading Estate (South)	Lincoln	22.3 ha
WA05-CL	Great Northern Terrace	Lincoln	31.1 ha
WA09-NK	Woodbridge Road Industrial Estate	Sleaford	18.9 ha
WA11-EL	A16 Grimsby Road	Louth	88.5 ha
WA14-EL	Holmes Way	Horncastle	28 ha
WA16-SK	North of Manning Lane and West of Meadow Drove	Bourne	16 ha
WA22-BO	Riverside Industrial Estate	Boston	119 ha
WA25-SH	Wardentree Lane / Enterprise Park	Spalding	195.6 ha
WA26-SH	Clay Lake Industrial Estate	Spalding	25 ha
WS03-WL	Gallamore Lane	Market Rasen	10.2 ha
WS08-NK	Land to the south of the	Sleaford	14.6 ha

	A17, Sleaford Enterprise Park		
WS09-NK	Bonemill Lane	Sleaford	9.3 ha
WS12-EL	A158 Burgh Road West	Skegness	9.6 ha

The allocated site and areas shall be developed in accordance with the Development Briefs in Appendix 1 of this plan.

20 Appendix 3 Policy W1 Lincolnshire Minerals and Waste Local Plan

The County Council will, through the Site Locations document, identify locations for a range of new or extended waste management facilities within Lincolnshire where these are necessary to meet the predicted capacity gaps for waste arisings in the County up to and including 2031, as presented in Table 9, subject to any new forecasts published in the Council's Annual Monitoring Reports.

21 Appendix 4: WA22-BO Lincolnshire Minerals and Waste Local Plan

Grid Reference: E 533482 N 342188

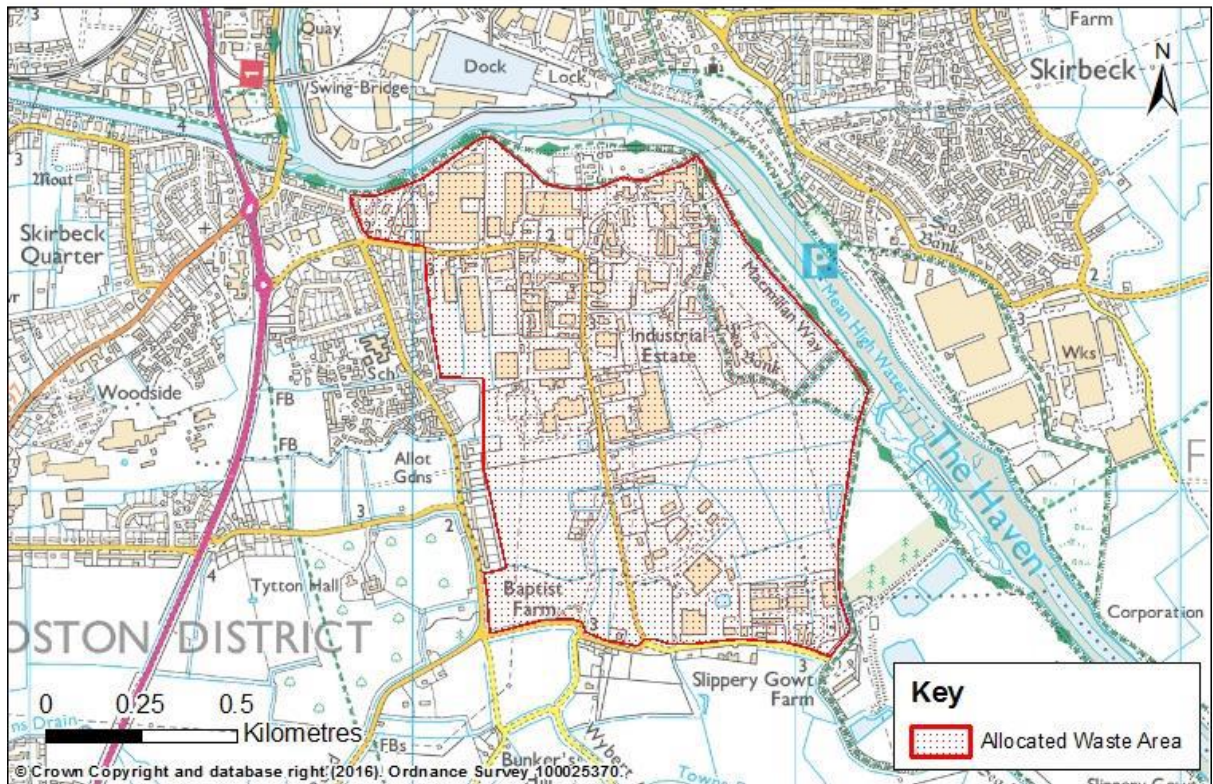
District: Boston Borough Council

Parish: Boston

Area of Site: 119 ha

Potential Uses: Resource Recovery Park, Treatment Facility, Waste Transfer, Materials Recycling Facility, Household Waste Recycling Centre, Metal Recycling / End of Life Vehicles, Re-Use Facility, C&D Recycling, Energy Recovery

WA22-BO Riverside Industrial Estate



21.1

Natural Environment Direct and indirect impacts on the following natural environment assets need to be taken into consideration:

- Site lies within 2.5km of the Wash and North Norfolk Coast Special Area of Conservation (SAC), designated as one of the most important marine areas in the UK and European North Sea Coast, including extensive areas of varying, but predominantly sandy, sediments subject to a range of conditions. The qualifying features of this SAC include subtidal sandbanks, intertidal mudflats and sandflats and coastal lagoons.
- Site lies within 2.5km of the Wash Special Protection Area (SPA), designated as numerically the most important area in Britain for wintering 72 waders and wildfowl, supporting little terns, common terns and Bewick's swans. It is also of importance to other migratory birds.
- Site lies within 2.5km of the Wash Ramsar site, designated as the largest estuarine system in Britain and the most important staging post and overwintering site for migrant wildfowl and wading birds in eastern England, also holding one of the North Sea's largest breeding populations of common seal and some grey seals.

- In relation to these SAC, SPA and Ramsar sites, the Gibraltar Point Site of Special Scientific Interest (SSSI), North Norfolk Coast SSSI and The Wash SSSI are the SSSIs on which the designations are based. Natural England produce a list of operations likely to damage the special interest of SSSIs. The operations identified as likely to damage the special interests of these sites of relevance to this waste site relate to burning, drainage, modifications to watercourses, including infilling of ditches, dykes, drains, management of aquatic and bank vegetation for drainage purposes and changing water levels and tables and water utilisation. The development must include details to address these issues, including mitigation measures if necessary. The impacts of the development on these SSSIs, SAC, SPA and Ramsar sites will be subject to close scrutiny and control to ensure that they avoid any adverse impacts on the SSSIs and therefore the SAC, SPA and Ramsar sites.
- In order to ensure there would be no adverse impacts on these SACs, SPAs and Ramsar sites as a result of the thermal treatment of waste, any waste development proposing thermal treatment methods must demonstrate that the emissions / deposition rates fall within the acceptable levels defined by the Environment Agency.
- Havenside Local Wildlife Site lies approximately 115 metres east of the site.
- Havenside Local Nature Reserve lies approximately 130 metres east of the site.
- South Forty Foot Drain Local Wildlife Site lies approximately 190 metres north west of the site.
- Slippery Gowt Sea Bank Local Wildlife Site lies approximately 235 metres east of site.

Historic and Cultural Environment

Direct and indirect impacts on the following heritage assets and their settings need to be taken into consideration:

- There a numerous listed buildings within the surrounding area, including Grade II* Church of St Nicholas, 220 metres north.

Flood Risk and Water Resources

- Lies within Flood Zone 3 – requirement for a Flood Risk Assessment to include assessment of risks and the adoption of a sequential

approach to the layout of the site with development in areas of lower risk where possible.

- Flood defences along The Haven (the footprint of which may be widened as part of the Boston Barrier works constraining the development of the site and its layout).
- Site lies within the “danger for all” category for the current day breach risk and climate change scenarios – will need to be mitigated appropriately.
- Numerous drainage ditches cross the site.

Transport and Access

- Traffic impacts on town centre to be assessed.
- Good connection to the principle road network via a roundabout on the A16.
- May require upgrading of access roads into the site.
- Width restriction of junction to Low Road and Slippery Gowt Lane prevents HGV access to Heron Road and Low Road from the east.
- The Haven Way long distance footpath runs along the northern and eastern boundaries.
- The following Public Rights of Way run through the site or adjacent to site boundaries: Bost/14/1, Bost/14/4, Bost/14/5, Bost14/9, Bost/14/10, Bost/14/11 and Bost14/12.

Amenity

Providing good working practices employed, unlikely to have significant impacts on sensitive receptors.

Other

- A school lies 90 metres west.
- Allotment gardens lie 70 metres west.
- Site lies within the Holbeach and Wainfleet and Holbeck Plan R safeguarding zone.
- Large electricity sub-station and a cluster of pylons immediately north of estate and two lines of pylons cross site north to south.
- Site is crossed by, or within close proximity to, Intermediate Pressure Gas Pipelines.

22 Appendix 5: Policy 30 of South East Lincolnshire Local Plan**Policy 30: Pollution**

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

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

by way of:

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

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

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

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

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

23 Appendix 6: Policy 28 of South East Lincolnshire Local Plan**Policy 28: The Natural Environment**

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

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

- a. development proposals that would cause harm to these assets will not be permitted, except in exceptional circumstances, where imperative reasons of overriding public interest exist, and the loss will be compensated by the creation of sites of equal or greater nature conservation value;
- b. all major housing proposals within 10km of The Wash and the North Norfolk Coast European Marine Site, including the Sustainable Urban Extensions in Boston (site Sou006 & Wes002), Spalding (site Pin024/Pin045) and Holbeach West (site Hob048), will be the subject of a project-level Habitats Regulations Assessment (HRA) to assess the impact of recreational pressure on The Wash and North Norfolk Coast European Marine Site. This should include:
 - i. locally-specific information relating to access and site sensitivities;

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

- ii. Suitable Alternative Natural Greenspace (SANGs) should be provided on site Sou006 and Wes002, site Pin024/Pin045 and site Hob048 as part of their package of mitigation measures; or
- iii. all other major housing proposals should provide SANGs on-site and/or through a financial contribution to provide and/or enhance natural greenspace in the locality;
- iv. Suitable Alternative Natural Greenspaces should be designed in accordance with capacity and facility requirements in relation to the developments they mitigate for, best practice elsewhere and relevant evidence.

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

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

iii. suitable prevention, mitigation and compensation measures are provided.

3. Addressing gaps in the ecological network:

- a. by ensuring that all development proposals shall provide an overall net gain in biodiversity, by:
- i. protecting the biodiversity value of land, buildings and trees (including veteran trees) minimising the fragmentation of habitats;
 - ii. maximising the opportunities for restoration, enhancement and connection of natural habitats and species of principal importance;
 - iii. incorporating beneficial biodiversity conservation features on buildings, where appropriate; and maximising opportunities to enhance green infrastructure and ecological corridors, including water space; and
 - iv. conserving or enhancing biodiversity or geodiversity conservation features that will provide new habitat and help wildlife to adapt to climate change, and if the development is within a Nature Improvement Area (NIA), contributing to the aims and objectives of the NIA.

24 Appendix 7: Policy 4 of South East Lincolnshire Local Plan

Policy 4: Approach to Flood Risk

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

1. It can be demonstrated that there are no other sites available at a lower risk of flooding (i.e. that the sequential test is passed). The sequential test will be based on a Borough or District wide search area of alternative sites within the defined settlement boundaries, unless local circumstances relating to the catchment area for the development justify a reduced search area, i.e. there is a specific need for the development in that location. The sequential test is not required for sites allocated in the Local Plan, minor development¹ or change of use (except for a change of use to a caravan, camping or chalet site, or to a mobile home or park home site).

1.1 _____

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

2. It can be demonstrated that essential infrastructure in FZ3a & FZ3b, highly vulnerable development in FZ2 and more vulnerable development in FZ3 provide wider sustainability benefits to the community that outweigh flood risk.
3. The application is supported with a site-specific flood risk assessment, covering risk from all sources of flooding including the impacts of climate change and which:
 - a. demonstrate that the vulnerability of the proposed use is compatible with the flood zone;
 - b. identify the relevant predicted flood risk (breach/overtopping) level, and mitigation measures that demonstrate how the development will be made safe and that occupants will be protected from flooding from any source;
 - c. propose appropriate flood resistance and resilience measures (following the guidance outlined in the Strategic Flood Risk Assessment), maximising the use of passive resistance measures (measures that do not require human intervention to be deployed), to ensure the development maintains an appropriate level of safety for its lifetime;
 - d. include appropriate flood warning and evacuation procedures where necessary (referring to the County's evacuation routes plan), which have been undertaken in consultation with the authority's emergency planning staff;
 - e. incorporates the use of Sustainable Drainage Systems (SuDS) (unless it is demonstrated that this is not technically feasible) and confirms how these will be maintained/managed for the lifetime of development (surface water connections to the public sewerage network will only be permitted in exceptional circumstances where it is demonstrated that there are no feasible alternatives);
 - f. demonstrates that the proposal will not increase risk elsewhere and that opportunities through layout, form of development and green infrastructure have been considered as a way of providing flood betterment and reducing flood risk overall;
 - g. demonstrates that adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
 - h. ensures suitable access is safeguarded for the maintenance of water resources, drainage and flood risk management infrastructure.

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

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

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

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

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

25 Appendix 8: Policy 2 of South East Lincolnshire Local Plan

Policy 2: Development Management

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

1. size, scale, layout, density and impact on the amenity, trees, character and appearance of the area and the relationship to existing development and land uses;
2. quality of design and orientation;
3. maximising the use of sustainable materials and resources;

4. access and vehicle generation levels;
5. the capacity of existing community services and infrastructure;
6. impact upon neighbouring land uses by reason of noise, odour, disturbance or visual intrusion;
7. sustainable drainage and flood risk;
8. impact or enhancement for areas of natural habitats and historical buildings and heritage assets; and
9. impact on the potential loss of sand and gravel mineral resources.

26 Appendix 9: Policy 3 of South East Lincolnshire Local Plan

Policy 3: Design of New Development

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

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

1. creating a sense of place by complementing and enhancing designated and non designated heritage assets; historic street patterns; respecting the density, scale, visual closure, landmarks, views, massing of neighbouring buildings and the surrounding area;
2. distinguishing between private and public space;
3. the landscape character of the location;
4. accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways;
5. the provision of facilities for the storage of refuse/recycling bins, storage and/or parking of bicycles and layout of car parking;
6. the lighting of public places;
7. ensuring public spaces are accessible to all;
8. crime prevention and community safety;
9. the orientation of buildings on the site to enable the best use of decentralised and renewable low-carbon energy technologies for the lifetime of the development;

10. the appropriate treatment of facades to public places, including shop frontages to avoid visual intrusion by advertising, other signage, security shutters, meter boxes and other service and communication infrastructure;
11. residential amenity;
12. the mitigation of flood risk through flood-resistant and flood-resilient design and sustainable drainage systems (SuDS);
13. the use of locally sourced building materials, minimising the use of water and minimising land take, to protect best and most versatile soils;
14. the incorporation of existing hedgerows and trees and the provision of appropriate new landscaping to enhance biodiversity, green infrastructure, flood risk mitigation and urban cooling;
15. the appropriate use or reuse of historic buildings.

27 Appendix 10: Policy 31 of South East Lincolnshire Local Plan

Policy 31: Climate Change and Renewable and Low Carbon Energy

A. Climate Change

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

1. employing a high-quality design;
2. the adoption of the sequential approach and Exception Test to flood-risk and the incorporation of flood-mitigation measures in design and construction to reduce the effects of flooding, including SuDS schemes for all 'Major' applications;
3. the protection of the quality, quantity and availability of water resources, including for residential developments, complying with the Building Regulation water efficiency standard of 110 litres per person per day;
4. reducing the need to travel through locational decisions and, where appropriate, providing a mix of uses;
5. incorporating measures which promote and enhance green infrastructure and provide an overall net gain in biodiversity as required by Policy 28 to improve the resilience of ecosystems within and beyond the site.

B. Renewable Energy

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

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

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

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

28 Appendix 11: Policy 29 of South East Lincolnshire Local Plan

Policy 29: The Historic Environment

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

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

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

A. Listed Buildings

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

B. Conservation Areas

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

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

6. Aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against.

C. Archaeology and Scheduled Monuments

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

D. Registered Parks and Gardens

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

E. Enabling Development

Proposals for enabling development adjacent to, or within the setting of, a heritage asset and used to secure the future of a heritage asset through repair, conservation, restoration or enhancement will only be permitted where:-

1. it will not materially harm the heritage values of a heritage asset or its setting;
2. it avoids detrimental fragmentation of management of the heritage asset;
3. it will secure the long-term future of the place and, where applicable, its continued use for a sympathetic purpose;

4. it is necessary to resolve problems arising from the inherent needs of the heritage asset rather than the circumstances of the present owner or the purchase price paid
5. sufficient subsidy is not available from any other source;
6. it is demonstrated that the amount of enabling development is the minimum necessary to secure the future of the heritage asset and that its form minimises harm to other public interests; and
7. the public benefit of securing the future of the heritage asset through such enabling development decisively outweighs the dis-benefits of breaching other policies within the Local Plan and national policy

F. Development Proposals

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

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

29 Appendix 12: Policy 9 of South East Lincolnshire Local Plan

Policy 9: Promoting a Stronger Visitor Economy

Proposals for tourism and visitor development which utilise and enrich the natural and built environment and existing attractions of South East Lincolnshire to the benefit of the local economy, visitors and local communities will be supported within the boundaries of settlements identified in Policy 1.

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

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

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

Springfields Shopping and Festival Gardens

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

1. facilities directly related to the functioning of the shopping centre, consistent with Policies 24 and 27;
2. development at the Events and Conference Centre that seeks to improve the range of services available; or
3. proposals which would enhance the scale, quality and biodiversity value of the Festival Gardens.

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

30 Appendix 13: Policy 33 of South East Lincolnshire Local Plan

Policy 33: Delivering a More Sustainable Transport Network

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

- A. For the road-based transport network this will be by:
 1. working with the Local Highway Authority to militate against congestion at pinch points and continuing to actively manage roads under its control;

2. securing the delivery of new local access roads to open-up allocations and other locations for development;
 3. enabling the delivery of the Northern and Southern sections of the Spalding Western Relief Road, associated junctions and crossing points;
 4. enabling the delivery of Phase 2 of the Boston Distributor Road, associated junctions and crossing points;
 5. enabling the delivery of improvements to the A17/A151 Peppermint junction, Holbeach and associated new access junction on the A151; and
 6. identifying safeguarding routes on the Policies Map, within which sections 2 and 3 of the Spalding Western Relief Road and Phase 3 of the Boston Distributor Road will be delivered (outside this Plan period). Any development that would prejudice the design of this infrastructure will not be permitted.
- B. For the rail-based transport network this will be by working with Network Rail, train operators and community rail partnerships to:
1. improve inter and sub-regional links to neighbouring centres by ensuring that the area is served by high-quality rail transport links;
 2. enhance connectivity between other forms of sustainable travel and the rail network by providing improved interchange facilities; and
 3. investigate the potential to improve connectivity to Spalding railway station;
 4. seek to secure improved rail services as part of the new East Midlands franchise due to commence in October 2018.
- C. For cycling, walking and other sustainable transport this will be by:
1. protecting existing footpaths, cycle routes and public rights of way from development;
 2. improving connectivity to create a more coherent walking and cycling network through the provision of new multi-user routes, including:
 - i. between Fenside Road, Boston town centre and Beech Wood;
 - ii. alongside the South Forty Foot Drain, Boston;
 - iii. along the former Boston-Woodhall Spa railway line;
 - iv. between Market Way, Pinchbeck, and Woolram Wygate, Spalding; and
 - v. alongside the Coronation Channel (east bank), Spalding;
 - vi. along West Elloe Avenue and Enterprise Way, Spalding.

3. ensuring that major new developments provide for walking and cycling routes and/or links to existing networks, to key public transport corridors and to transport interchanges;
4. protecting the 'key public transport corridors' and supporting the ongoing provision, and, where appropriate, extension of bus services, in partnership with bus operators; and
5. helping to ensure the continuous and safe operation of the Port of Boston and the Port of Sutton Bridge.

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

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