

Sustainability Appraisal Report for the Central Lincolnshire Local Plan Proposed Submission Draft (March 2022)

Appendix 3: SA of High Level Spatial Growth Options (June 2021) (updated in July 2022)

Please note: this version provides an update to correct a minor typo (two option 1's under the description of the options)

High Level Spatial Growth Options (June 2021)

Option 1: Urban focus: This option focuses growth in the main urban areas (Lincoln, Gainsborough and Sleaford) and would see growth aligned to the settlement hierarchy – the larger the settlement, the more growth it would receive.

Option 2: Small site focus: This option would spread development across a greater number of sites across a larger number and range of locations. It would focus growth to more, smaller sites in more settlements, including small villages.

Option 3: Transport/ infrastructure corridor focus: This option would focus development around transport corridors (the main aerial roads, railway network where there are stations within proximity, locations well-served by bus routes and locations with active travel opportunities) which link settlements to the main centres of Lincoln, Gainsborough and Sleaford.

Option 4: Creation of new settlement/s: This option would see the creation of one or more new settlements within the countryside, or potentially at a specific currently small settlement/s where significant growth would be focused. This option does not assume all growth would be accommodated in this way. It is assumed a minimum of 500 dwellings would be needed for the creation of a new settlement.

Option 5: Balanced combination of Options 1 to 3: This option would incorporate elements of Option 1, Option 2 and Option 3 to find a balanced approach for distributing growth. Within the Lincoln Strategy Area there would be a focus on the Lincoln urban area and the retention of the Sustainable Urban Extensions. Beyond this there would also be growth focussed around the area in smaller settlements, particularly focused in settlements along the transport corridors and in settlements with a good range of facilities and services available either within the village or nearby. This would see all settlements in the hierarchy down to small villages being considered for some allocations.

SA Objectives	Policy Options				
	Option 1	Option 2	Option 3	Option 4	Option 5
Social					
1. Housing.	++/-	+/-	++/-	+/-	++
	<p>This option would focus most growth in and around the main urban areas (Lincoln, Sleaford and Gainsborough) within Central Lincolnshire. Elsewhere, there would be a prioritisation of the Market Towns (Market Rasen and Caistor) and to a lesser extent the larger villages in the area.</p> <p>Focusing growth on these locations, where the greatest populations are, would deliver housing where the greatest need is arising.</p> <p>There is a risk under this option that the needs of medium and smaller villages would be unmet.</p> <p>Mixed major positive minor negative</p>	<p>Unlike Option 1, this option would reduce the focus on a limited number of locations of growth, spreading growth across a larger number and range of locations, including small villages.</p> <p>This would see growth in a wider range of rural settlements, allowing the housing needs of these villages to be met. This option may provide far greater variety of sites to ensure market delivery and to give more smaller and medium developers opportunities to secure sites to build.</p> <p>Development may come forward more quickly than the other options, due to the shorter lead in times associated with smaller scale development.</p> <p>May be less likely to deliver affordable housing of a range of</p>	<p>This option would focus growth along transport corridors which link settlements with the main urban centres of Lincoln, Gainsborough and Sleaford.</p> <p>Focusing growth on these locations, where the greatest populations are, would deliver housing where the greatest need is arising.</p> <p>There is a risk under this option that the needs of settlements outside of the transport corridors would not be met.</p> <p>Mixed major positive minor negative effects are predicted.</p>	<p>This option would deliver a large amount of growth in focused locations with a good level of supporting infrastructure and employment. Whilst uncertain at this level of appraisal, it is likely that a new settlement/s would be delivered on greenfield land, with a positive effect on viability and in turn, the provision of affordable housing.</p> <p>However, this option is unlikely to meet housing need in full, as it would divert development away from the main urban areas and elsewhere. There is also likely to be a long lead in time for the delivery of housing on site.</p> <p>Mixed minor positive minor negative effects are likely.</p>	<p>This option would focus growth on locations where the greatest populations are located, therefore delivering housing where the greatest need is arising.</p> <p>This option would also deliver housing across a large number and range of locations across Central Lincolnshire, including small villages. This option may provide far greater variety of sites to ensure market delivery and to give more smaller and medium developers opportunities to secure sites to build.</p> <p>Major positive effects are therefore likely.</p>

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	effects are predicted.	housing types because of the smaller scale of schemes and viability. May not deliver housing where the greatest need is arising. Mixed minor positive minor negative effects are likely.			
2. Health and Wellbeing.	+/-	-/--	+/-	+/**	**/-
	<p>Concentrating growth on the Lincoln Strategy Area and main towns would locate most of the growth in areas with good access to health, sport and recreation facilities and in locations where more facilities will be accessible by walking and cycling, potentially increasing the active travel potential and its accompanying health benefits.</p> <p>An urban focus and therefore a greater density of development, may result in a loss of open space, with a</p>	<p>Focusing growth on smaller sites in more settlements including smaller villages would disperse growth to locations where access to healthcare, sport and recreation facilities is limited.</p> <p>The ability to secure developer contributions for healthcare services and open space, or deliver new open space on site, is likely to be limited with a focus on small sites. There is a risk existing health services could become overwhelmed.</p> <p>Furthermore, it is likely that residents would need to drive to access jobs and a full range of</p>	<p>Focusing growth along transport and infrastructure corridors which link settlements to the main towns could help ensure good access to health, sport and recreation facilities for new residents.</p> <p>Focusing growth on new settlements along transport corridors has the potential to support the extension and enhancement of the Green Infrastructure network, which could be utilised for active travel and its accompanying health benefits.</p>	<p>This policy option would deliver infrastructure such as healthcare, sport and recreation facilities and green infrastructure as part of the creation of the new community/ies. This could contribute to healthy lifestyles of not only the new residents, but existing residents in the surrounding area.</p> <p>It would also offer opportunities to plan the settlement to promote active travel from the outset.</p> <p>Full range of positive impacts unlikely to be realised until later in the plan period,</p>	<p>This option would locate most of the growth in areas with good access to health, sport and recreation facilities and in locations where more facilities will be accessible by walking and cycling, potentially increasing the active travel potential and its accompanying health benefits.</p> <p>Focusing growth on new settlements along transport corridors has the potential to support the extension and enhancement of the Green Infrastructure network, which could be utilised for</p>

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	<p>negative impact on residents' physical and mental health and wellbeing. However, development may bring opportunities to deliver new green space where there are exiting deficiencies.</p> <p>This option risks placing increased pressure on existing health services already close to capacity.</p> <p>Mixed minor positive minor negative effects are predicted.</p>	<p>facilities and amenities, resulting in less active travel.</p>	<p>However, under this option, there is a risk the proximity of new housing to the main roads could have detrimental impacts on health as a result of reduced air quality and noise associated with road traffic.</p>	<p>hence mixed minor positive/major positive effects.</p>	<p>active travel and its accompanying health benefits.</p> <p>Focusing growth on smaller sites in more settlements including smaller villages would disperse growth to locations where access to healthcare, sport and recreation facilities is limited.</p> <p>Mixed major positive minor negative impacts are expected.</p>
3. Social Equality and Community.	++/-	+/-	+/-	+/-	++
	<p>This option would direct most growth to the main urban areas where there are greatest levels of deprivation and where most opportunities for regeneration exist. This would help to support existing community facilities and support the</p>	<p>This option would direct more growth away from the main urban areas where highest levels of deprivation exist and where most regeneration opportunities exist, resulting in minor negative effects. However, there are also pockets of deprivation and</p>	<p>This option could help to focus investment on these transport corridors and therefore improving accessibility to the main urban settlements and hence employment, services and facilities, for those who are less mobile</p>	<p>This option would direct more growth away from the main urban areas where highest levels of deprivation exist and where most regeneration opportunities exist. However, it would also offer the opportunity to create inclusive</p>	<p>This option would direct most growth to the main urban areas where there are greatest levels of deprivation and where most opportunities for regeneration exist. However, it would also ensure some growth in the rural areas where there</p>

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	<p>delivery of new facilities. Residents would have good access to services and facilities, which would improve equalities, given the greater accessibility by non-car modes.</p> <p>However, this option may not help to address deprivation in rural areas and focusing growth on fewer locations could put more pressure on local services and facilities, therefore limiting accessibility to local people.</p> <p>As such, mixed major positive minor negative effects are expected.</p>	<p>regeneration opportunities in more rural areas and so this option is also likely to have some positive effects by helping to support the vitality and viability of smaller settlements. More dispersed development may mean it is more difficult for residents to access employment, services and facilities, particularly if public transport links are poor, disadvantaging those who cannot drive and who are less mobile.</p> <p>As such, mixed minor positive and minor negative effects are expected.</p>	<p>and who cannot drive.</p> <p>However, focusing too much growth on these corridors could result in other areas being starved of development with negative impacts on supporting existing community facilities and delivery of new facilities.</p> <p>As such, mixed minor positive and minor negative effects are expected.</p>	<p>neighbourhoods and avoid the creation or exacerbation of deprivation in new settlements. There would be an opportunity to deliver new community facilities, such as school, local centres and green spaces as part of a large-scale new settlement, which would act as a focal point for community life, although this will take time to establish.</p> <p>Mixed minor positive minor negative effects are therefore likely.</p>	<p>are also pockets of deprivation and regeneration opportunities. It may help to focus investment on transport corridors and therefore improve accessibility to the main urban settlements and hence employment, services and facilities, for those who are less mobile and who cannot drive.</p> <p>Overall major positive effects are likely.</p>
Environmental					
4. Biodiversity and Green Infrastructure.	-/+?	-/?	-/+?	-/+?	-/+?
	<p>This policy focuses development at the Lincoln Strategy Area and Main Towns, which would seek to maximise development on brownfield land. This could reduce</p>	<p>This option is likely to result in increased pressure to build on rural greenfield sites, resulting in negative impacts in biodiversity if they have biodiversity value and/or form part</p>	<p>Under this option, development may take place on greenfield land, which could impact adversely on biodiversity if they have biodiversity value and/or form</p>	<p>This option is likely to result in a loss of large areas of greenfield land, which could impact adversely on biodiversity if they have biodiversity value and/or form</p>	<p>This policy focuses development within the Lincoln Strategy Area Main Towns and Market Towns, which could reduce pressure on biodiversity from development of</p>

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	<p>pressure on biodiversity from development of greenfield land in rural areas.</p> <p>However, there are a concentration of sensitive areas in the Lincoln Strategy Area, including Sites of Special Scientific Interest, Local nature Reserves, Local Wildlife Sites and Local Geological Sites. Gainsborough has significant areas of Ancient Woodland to the south and east of the town. Focusing development in these areas may increase pressure on these sites, for example from increased recreational pressure. Brownfield land can also contain biodiversity interest and urban concentration may result in the loss of open spaces which</p>	<p>of the ecological network.</p> <p>The ability to secure developer contributions for green infrastructure/ecological network enhancements, or to deliver new green infrastructure on site, is likely to be limited with a focus on small sites.</p> <p>The effects of this option on this SA objective are currently uncertain as they will depend on the location, design and layout of specific proposals, which is not yet known.</p>	<p>part of the ecological network</p> <p>Development within the Lincoln Strategy and around Gainsborough may increase pressure on designated sites, for example, from increased recreational pressure.</p> <p>Large sites may present opportunities to deliver new green infrastructure and ecological network benefits on site.</p> <p>The effects of this option on this SA objective are currently uncertain as they will depend on the location, design and layout of specific proposals, which is not yet known.</p>	<p>part of the ecological network. However, designing a new settlement provides the opportunity to avoid the most sensitive sites for biodiversity.</p> <p>There should be good opportunities to incorporate multifunctional green infrastructure within a new settlement from the design stage, to mitigate habitat loss and provide opportunities for sports, recreation and play facilities.</p> <p>The effects of this option on this SA objective are currently uncertain as they will depend on the location, design and layout of specific proposals, which is not yet known.</p>	<p>greenfield land in rural areas. However, some development would still come forward in smaller settlements and rural areas under this option, potentially resulting in negative impacts in biodiversity.</p> <p>Dispersing growth more widely could provide greater opportunity to select sites that avoid significant negative effects on sensitive areas.</p> <p>The effects of this option on this SA objective are currently uncertain as they will depend on the location, design and layout of specific proposals, which is not yet known.</p>

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	<p>could be valuable to wildlife.</p> <p>There may be opportunity through new development to deliver new green infrastructure.</p> <p>The effects of this option on this SA objective are currently uncertain as they will depend on the location, design and layout of specific proposals, which is not yet known.</p>				
5. Landscape and Townscape.	-/+?	-/?	-/+?	--/+?	-/+?
	<p>There are limited development opportunities within the existing urban areas, and so this option would require developments at the edge of the large settlements. This continuous building outwards of the large settlements could have an adverse impact on the landscape setting and character of these</p>	<p>This policy option would disperse more growth to the villages which could lead to negative impacts on the open countryside and landscape surrounding these settlements, as well as on settlement character.</p> <p>The effects of this option on this SA objective are currently uncertain as they will depend on the location, layout and design of</p>	<p>A focus on transport corridors could risk coalescence between settlements along such corridors and the urbanisation of the countryside, if not carefully planned.</p> <p>The effects of this option on this SA objective are currently uncertain as they will depend on the location, layout and design of</p>	<p>This option could have some negative, potentially major negative, effects if a new settlement was to be located on greenfield land or in a prominent rural location.</p> <p>Given the scale of development in this policy option there would be potential to mitigate landscape impacts through site selection, design and</p>	<p>Concentrating growth in the main urban areas could have a positive effect on protecting the landscape and settlement character of the villages. Growth may bring opportunities to enhance the townscape of urban areas through regeneration and bringing vacant and derelict sites back into use. However,</p>

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<p>settlements and risks loss of Green Wedges and coalescence with neighbouring settlements.</p> <p>Where development does take place within the urban centres, building at a greater density could risk development out of character with the historic core of those centres and impact on key views and vistas.</p> <p>The regeneration and renewal of some locations may lead to enhancement of townscape character.</p> <p>Overall, mixed minor positive minor positive minor negative uncertain effects are predicted.</p>	<p>development proposals, which is not yet known.</p> <p>Overall, minor negative uncertain effects are likely</p>	<p>development proposals, which is not yet known.</p> <p>Overall, mixed minor positive minor positive minor negative uncertain effects are predicted.</p>	<p>substantial landscaping.</p> <p>There may be missed opportunities to deliver townscape improvements through urban regeneration under this option.</p> <p>The likely effects of this policy option are uncertain as it is highly dependent on the location that a new settlement is located.</p> <p>Mixed major negative minor positive effects are therefore predicted</p>	<p>growth could also increase pressure on the townscape character of urban areas.</p> <p>A focus on transport corridors could risk coalescence between settlements along such corridors and the urbanisation of the countryside, if not carefully planned.</p> <p>The effects of this option on this SA objective are currently uncertain as they will depend on the location, layout and design of development proposals, which is not yet known.</p> <p>Overall, mixed minor positive minor positive minor negative uncertain effects are expected.</p>	
6. Built and Historic Environment.	-/?	-/?	-/?	-/?	-/?
	Concentrating growth on Lincoln, Gainsborough and	Focusing growth on smaller sites in more settlements including	Focusing growth along transport and infrastructure	A new settlement under this policy option could direct	Concentrating growth on the Lincoln Strategy

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	<p>Sleaford could adversely impact on heritage assets and their settings and historic character of these settlements.</p> <p>However, the exact effects on this SA objective are uncertain as they will depend on location, design and layout of specific proposals, which is not yet known.</p>	<p>smaller villages could lead to negative impacts on heritage assets and their settings within these areas, many of which have Conservation Areas, listed buildings and scheduled monuments.</p> <p>More dispersed growth could direct development away from Lincoln, Gainsborough and Sleaford and therefore reduce the impact on heritage assets and their setting in these areas.</p> <p>However, the exact effects on this SA objective are uncertain as they will depend on location, design and layout of specific proposals, which is not yet known.</p>	<p>corridors which link settlements to the main towns could lead to negative impacts on heritage assets and their settings within these areas.</p> <p>More dispersed growth could direct development away from Lincoln, Gainsborough and Sleaford and therefore reduce the impact on heritage assets and their setting in these areas.</p> <p>However, the exact effects on this SA objective are uncertain as they will depend on location, design and layout of specific proposals, which is not yet known.</p>	<p>development away from Lincoln, Gainsborough and Sleaford and therefore reduce the impact on heritage assets and their setting in these areas. However, there remains a risk of impact on sites and features of archaeological interest, and development in more rural locations may contain or be in proximity to historic assets with more extensive settings.</p> <p>There is the potential for selecting a site based on minimising adverse impacts on heritage assets and their settings.</p> <p>However, the exact effects on this SA objective are uncertain as they will depend on location, design and layout of specific proposals, which is not yet known.</p>	<p>Area and main towns could adversely impact on heritage assets and their settings in these settlements. However, some development would still come forward in smaller settlements and rural areas under this policy and there may be heritage assets that could be affected by development in these areas. Dispersing growth more widely could provide greater opportunity to select sites that avoid significant negative effects on heritage assets and their settings.</p> <p>However, the exact effects on this SA objective are uncertain as they will depend on location, design and layout of specific proposals, which is not yet known.</p>
7. Natural Resources – Water.	-/?	-/?	-/?	-/?	-/?

SA Objectives	Policy Options				
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	<p>Central Lincolnshire lies within an area identified by the Environment Agency as an area of serious water stress where drought is a cause for concern. Therefore, water resources are under substantial pressure, which will be exacerbated by new development.</p> <p>The Water Resources Management Plan (WRMP) 2019 sets out how Anglian Water seeks to maintain a sustainable balance between water supply and demand from 2020 to 2045. Anglian Water's Water Resource Management Plan identifies that the Central Lincolnshire area is in surplus overall, taking into account planned growth and population projections.</p>	<p>Central Lincolnshire lies within an area identified by the Environment Agency as an area of serious water stress where drought is a cause for concern. Therefore, water resources are under substantial pressure, which will be exacerbated by new development.</p> <p>The Water Resources Management Plan (WRMP) 2019 sets out how Anglian Water seeks to maintain a sustainable balance between water supply and demand from 2020 to 2045. Anglian Water's Water Resource Management Plan identifies that the Central Lincolnshire area is in surplus overall, taking into account planned growth and population projections.</p> <p>There are uncertainties at this level of appraisal, as the exact</p>	<p>Central Lincolnshire lies within an area identified by the Environment Agency as an area of serious water stress where drought is a cause for concern. Therefore, water resources are under substantial pressure, which will be exacerbated by new development.</p> <p>The Water Resources Management Plan (WRMP) 2019 sets out how Anglian Water seeks to maintain a sustainable balance between water supply and demand from 2020 to 2045. Anglian Water's Water Resource Management Plan identifies that the Central Lincolnshire area is in surplus overall, taking into account planned growth and population projections.</p>	<p>Central Lincolnshire lies within an area identified by the Environment Agency as an area of serious water stress where drought is a cause for concern. Therefore, water resources are under substantial pressure, which will be exacerbated by new development.</p> <p>The Water Resources Management Plan (WRMP) 2019 sets out how Anglian Water seeks to maintain a sustainable balance between water supply and demand from 2020 to 2045. Anglian Water's Water Resource Management Plan identifies that the Central Lincolnshire area is in surplus overall, taking into account planned growth and population projections.</p>	<p>Central Lincolnshire lies within an area identified by the Environment Agency as an area of serious water stress where drought is a cause for concern. Therefore, water resources are under substantial pressure, which will be exacerbated by new development.</p> <p>The Water Resources Management Plan (WRMP) 2019 sets out how Anglian Water seeks to maintain a sustainable balance between water supply and demand from 2020 to 2045. Anglian Water's Water Resource Management Plan identifies that the Central Lincolnshire area is in surplus overall, taking into account planned growth and population projections.</p>

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	<p>There are uncertainties at this level of appraisal, as the exact location of development is not known.</p> <p>Overall, minor negative uncertain effects are predicted.</p>	<p>location of development is not known.</p> <p>Overall, minor negative uncertain effects are predicted.</p>	<p>There are uncertainties at this level of appraisal, as the exact location of development is not known.</p> <p>Overall, minor negative uncertain effects are predicted.</p>	<p>There are uncertainties at this level of appraisal, as the exact location of development is not known.</p> <p>Overall, minor negative uncertain effects are predicted.</p>	<p>There are uncertainties at this level of appraisal, as the exact location of development is not known.</p> <p>Overall, minor negative uncertain effects are predicted.</p>
8. Pollution	-/+?	-/+?	-/+?	++/--?	-/+?
	<p>A focus on the urban areas, the most populate settlements in the plan area, has the potential to exacerbate existing congestion problems and increase traffic related emissions, with a cumulative negative impact on air quality. Lincoln has a designated Air Quality Management Area (AQMA) which exceeds statutory nitrogen oxide levels.</p> <p>This option may offer enhanced opportunities to travel by non-private car modes for more journeys, which may</p>	<p>Under this option, dispersal of growth to more settlements, more people would be located away from the urban areas, potentially reducing the air pollution in these areas.</p> <p>However, it would also be expected to result in more journeys being made by private car, as fewer facilities are located within walking and cycling distance and there is less public transport available.</p> <p>This option could also result in an adverse change to the character of night time lighting conditions in rural areas.</p>	<p>This option would focus growth within key transport corridors linking settlements to the main urban areas. This may reduce the use of private vehicles to access employment, services and facilities, and help to minimise poor air quality in the urban areas, particularly Lincoln, which has an AQMA.</p> <p>However, an increase in residents in some of the smaller settlements within the transport corridors could lead to over capacity of some services and</p>	<p>Under this option, provision of a new settlement/s, more people would be located away from current urban areas, potentially reducing the local air pollution in these areas.</p> <p>The provision of substantial infrastructure, employment and services would also reduce journeys being made by private car as facilities are located within walking and cycling distance of this growth and there is opportunity to deliver public transport.</p>	<p>More development would be located in and around the existing built areas, potentially increasing the vehicle movements and negatively impacting on local air quality.</p> <p>Conversely a focus on the urban areas would offer enhanced opportunities to travel by non-private car modes for more journeys, which may have a positive impact on air quality.</p> <p>By allowing for a wider distribution of development across the plan area, this</p>

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	<p>have a positive impact on air quality.</p> <p>There are a number of uncertainties at this level of appraisal. For example, it is not known the rate at which emissions from private vehicles will change over the course of the plan as a result of technological improvements.</p> <p>Overall, mixed minor positive minor negative uncertain effects are predicted.</p>	<p>Overall, mixed minor positive minor negative uncertain effects are predicted.</p>	<p>facilities if infrastructure does not keep pace with growth, leading to people travelling further afield, by car.</p>	<p>However, this option could result in large scale and permanent adverse changes to the character of night time lighting conditions in rural areas.</p> <p>The effects are uncertain as they would depend on the location of a new settlement/s.</p> <p>Overall, mixed major positive major negative uncertain effects are expected.</p>	<p>option has the potential to distribute new development amongst a wider range of settlements and sites of differing scales, leading to greater dispersal of road traffic, and reducing the cumulative impact on air quality in any one location.</p> <p>However, growth in the rural areas is likely to result in increased traffic, which could create local air quality issues.</p>
9. Natural Resources – Land Use and Soils.	++/--?	--/?	--/+?	--/?	++/--?
	<p>This option would seek to maximise new development on brownfield land and regenerate areas within Lincoln, Gainsborough and Sleaford which may contain vacant and derelict land and buildings. This would not result in the loss of high-quality agricultural land and would help</p>	<p>This option would focus growth on smaller sites in more settlements including smaller villages. This could lead to negative impacts on minimising the loss high grade agricultural land to development, as the expansion of these settlements is likely to be on greenfield land due to limited availability of brownfield</p>	<p>A focus on transport corridors may include development within Lincoln, Gainsborough and Sleaford and hence opportunities to utilise brownfield land.</p> <p>However, there would also be expansion of existing villages on greenfield land</p>	<p>This option is expected to locate growth at one or more rural locations, (although depending on possible locations identified, a new settlement could utilise a previously developed site).</p> <p>Given the scale that would be needed for such a development it is highly likely that</p>	<p>Focusing growth to the main urban areas will help to maximise provision of housing on previously developed land through prioritising urban regeneration. This could include the remediation of contaminated land and bring vacant and derelict sites back into use.</p>

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	<p>to remediate contaminated land and soils.</p> <p>However, urban extensions would result in the loss of greenfield land on the edge of the urban settlements. These impacts would be permanent and irreversible.</p> <p>As such, mixed major positive major negative effects are predicted. The effect is uncertain as it will depend on the location, design, sale and layout of development.</p>	<p>land within the existing built footprint.</p> <p>Mixed major negative uncertain effects are expected. The effect is uncertain as it will depend on the location, design, sale and layout of development.</p>	<p>which could be high quality agricultural land. These impacts would be permanent and irreversible.</p> <p>Mixed major negative minor positive uncertain effects are expected. The effect is uncertain as it will depend on the location, design, sale and layout of development.</p>	<p>it would include agricultural land. This could lead to negative impacts on reducing the loss of high-grade agricultural land to development. These impacts would be permanent and irreversible; hence a major negative effect is predicted.</p> <p>This major negative effect could be reduced by prioritising lower quality agricultural land or a brownfield site through site selection.</p> <p>Mixed major negative uncertain impacts are likely. The effect is uncertain as the exact location of a new settlement/s is unknown.</p>	<p>Growth in smaller settlements could lead to negative impacts on minimising the loss high grade agricultural land to development, as the expansion of these settlements is likely to be on greenfield land. These impacts would be permanent and irreversible.</p> <p>Mixed major positive major negative effects are predicted. The effect is uncertain as it will depend on the location, design, sale and layout of development.</p>
10. Waste.	?	?	?	?	?
	<p>This policy option in itself would not be expected to have any direct effects on the waste objective. Indirect effects would be better</p>	<p>This policy option in itself would not be expected to have any direct effects on the waste objective. Indirect effects would be better assessed on</p>	<p>This policy option in itself would not be expected to have any direct effects on the waste objective. Indirect effects would be better</p>	<p>This policy option in itself would not be expected to have any direct effects on the waste objective. Indirect effects would be better assessed</p>	<p>The strategic approach to growth is unlikely to influence the generation of waste. Effects on this objective are better</p>

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	assessed on a site basis, where the location and design of proposals is known. The spatial location of development could affect the sterilisation of minerals resources. The effects at this level of appraisal are therefore uncertain.	a site basis, where the location and design of proposals is known. The spatial location of development could affect the sterilisation of minerals resources. The effects at this level of appraisal are therefore uncertain.	assessed on a site basis, where the location and design of proposals is known. The spatial location of development could affect the sterilisation of minerals resources. The effects at this level of appraisal are therefore uncertain.	on a site basis, where the location and design of proposals is known. The spatial location of development could affect the sterilisation of minerals resources. The effects at this level of appraisal are therefore uncertain.	assessed on a site basis, where the location, design and layout of proposals is known. This policy option in itself would not be expected to have any direct effects on the waste objective.
11. Climate Change Effects and Energy.	++/-?	--/?	-/+?	--/+?	++/-?
	This option is expected to have a positive impact on this objective by reducing the need to travel by private car, as development will be in close proximity to employment, services and facilities and therefore residents should be able to utilise sustainable travel methods including walking, cycling and public transport. This will help to minimise greenhouse gas emissions arising from transport.	This policy option would spread development across rural parts of Central Lincolnshire and as such would require more and longer journeys to be undertaken by private car to access services, facilities and employment, thereby leading to increased transport emissions. These effects could potentially be lessened by significant investment in infrastructure and public transport, but it is not clear if this would be feasible.	This option would see growth focussed along key transport corridors with good access to railway stations, bus routes and active travel opportunities. This may reduce the use of private vehicles to access employment, services and facilities. Depending on the level of growth delivered, there may be increased pressure in local services and facilities. This could lead to residents travelling by car to access services and	This policy option would allow a sustainable pattern of growth by co-locating substantial new infrastructure alongside a substantial amount of new housing. This would reduce the need for many journeys to be made by car, instead focusing on public transport and active travel modes, thereby reducing transport emissions. Due to scale, there is also the potential for a new settlement/s to incorporate low carbon and energy efficient design.	This option should reduce the need to travel by private car, as development will be in close proximity to employment, services and facilities and therefore residents should be able to utilise sustainable travel methods including walking, cycling and public transport. Where development takes place in rural areas, residents would require more and longer journeys to be undertaken by private car to access services, facilities

SA Objectives	Policy Options				
	Option 1	Option 2	Option 3	Option 4	Option 5
	<p>Depending on the level of growth delivered, there may be increased pressure in local services and facilities. This could lead to residents travelling by car to access services and facilities further afield and hence increased emissions from transport.</p> <p>Overall, mixed major positive, minor negative uncertain effects are expected.</p>	<p>Major negative uncertain effects are therefore predicted.</p>	<p>facilities further afield and hence increased emissions from transport.</p> <p>Mixed minor positive minor negative uncertain effects are predicted.</p>	<p>However, this policy option would also require all of this new infrastructure to be built which would embody substantial amounts of carbon.</p> <p>These negative effects could be mitigated by requiring energy efficient homes to be delivered and by locating the new settlement at a location where there are some existing facilities.</p> <p>Mixed major positive minor negative uncertain effects are expected.</p>	<p>and employment, thereby leading to increased transport emissions.</p> <p>Mixed major positive minor negative uncertain effects are likely.</p>
12. Climate Change Adaptation and Flood Risk.	-/+?	-/?	-/+?	-/+?	-/+?
	<p>This option focuses growth on the main urban areas (Lincoln, Gainsborough and Sleaford). All three contain several areas that fall within Flood Zones 2 and 3. Therefore some of this growth may need to be</p>	<p>This option would see a dispersal of growth across a larger number and range of locations, including small villages.</p> <p>Flood Risk Zones 2 and 3 correspond with the main rivers and their tributaries, therefore there are a number of areas of Flood Zones 2</p>	<p>A focus on transport corridors may include development within Lincoln, Gainsborough and Sleaford. All three contain several areas that fall within Flood Zones 2 and 3. Therefore some of this growth may need to be</p>	<p>Under this option, any new settlement/s are likely to be built on greenfield land. Therefore, the settlement would increase the risk of surface water run-off through the increase of impermeable surfaces.</p>	<p>This option focuses growth on the main urban areas (Lincoln, Gainsborough and Sleaford) and transport corridors. All three urban areas contain several areas that fall within Flood Zones 2 and 3.</p>

SA Objectives	Policy Options				
	Option 1	Option 2	Option 3	Option 4	Option 5
	<p>accommodated within areas at risk of flooding.</p> <p>This option may reduce the need to use greenfield land to accommodate growth, thereby reducing the amount of impermeable surfaces and risk of flooding through new development. Large developments on the edge of the urban areas could provide additional green infrastructure which could help provide community resilience to climate change.</p> <p>The impacts are uncertain as they are dependent on the exact location of development.</p>	<p>and 3 across Central Lincolnshire.</p> <p>It is likely that development within the villages will be on greenfield land on the edge of settlements, which would increase the risk of flooding in the area through the increase of impermeable surfaces.</p> <p>Green infrastructure and SuDS could build climate resilience in the area, but opportunities may be reduced with a reliance in small sites.</p> <p>The impacts are uncertain as they are dependent on the exact location of development.</p>	<p>accommodated within areas at risk of flooding.</p> <p>Growth in smaller settlements may utilise greenfield land which would increase the risk of flooding in the area through the increase of impermeable surfaces.</p> <p>Large developments on the edge of the urban areas could provide additional green infrastructure which could help provide community resilience to climate change.</p> <p>The impacts are uncertain as they are dependent on the exact location of development.</p>	<p>There is the potential with this option to select a site within Flood Zone 1 and therefore at low risk of flooding.</p> <p>There would be opportunities to incorporate SuDS/integrated water management and new green infrastructure to provide community resilience to climate change.</p> <p>The impacts are uncertain as they are dependent on the exact location of development.</p>	<p>Therefore some of this growth may need to be accommodated within areas at risk of flooding.</p> <p>Growth in smaller settlements may utilise greenfield land which would increase the risk of flooding in the area through the increase of impermeable surfaces.</p> <p>Large developments on the edge of the urban areas could provide additional green infrastructure which could help provide community resilience to climate change.</p> <p>The impacts are uncertain as they are dependent on the exact location of development.</p>
13. Transport and Accessibility.	++	--/+	++	+/-	++/-
	<p>A focus on the urban areas, the most populate settlements in the plan area, is an opportunity to</p>	<p>This policy option would focus more development on rural parts of Central Lincolnshire. Whilst this</p>	<p>This option would focus growth within along key transport corridors linking settlements to the</p>	<p>This option would allow a sustainable pattern of growth by co-locating substantial new</p>	<p>This option would locate most development in and near to the main urban areas where</p>

SA Objectives	Policy Options				
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<p>utilise the existing transport network and infrastructure, including rail links, to reduce reliance on the private car and to reduce length of journeys made.</p> <p>There are likely to be greater opportunities for targeted investment in existing roads and public transport, increasing the availability of services with a reduction in the need to travel by car, and potential for new pedestrian and cycling infrastructure.</p> <p>However, an urban focus could place increased pressure on services and facilities, as they may not have capacity to accommodate the additional growth, reducing people's overall accessibility to them. Therefore, it will be important</p>	<p>could support existing services and facilities, it could also place additional pressure in them, as they may not have capacity to accommodate the additional growth.</p> <p>It is expected residents would require more and longer journeys to be undertaken by private car to access employment and a full range of services and facilities.</p> <p>These effects could potentially be lessened by significant investment in infrastructure and public transport, but it is not clear if this would be feasible.</p> <p>Overall, major negative minor positive effects are predicted.</p>	<p>main urban areas. Residents would therefore have good access to employment, services and facilities, due to proximity to railway stations, bus routes and active travel modes.</p> <p>Development may help to ensure the viability of existing services and facilities, but it could also place additional pressure in them, as they may not have capacity to accommodate the additional growth. Therefore, it will be important that growth is supported by appropriate infrastructure.</p> <p>Mixed major positive minor negative effects are expected.</p>	<p>infrastructure alongside a substantial amount of new housing. This would reduce the need for many journeys to be made by car, instead focusing on public transport and active travel modes.</p> <p>However, this option would require expensive infrastructure which would undoubtedly result in a reduction in investment in existing transport infrastructure, potentially of a larger population. In the short to medium term, locating new development away from established centres of employment and service provision would increase the number and distance of trips made by private vehicle.</p>	<p>there is a good level of existing infrastructure present and so would increase opportunities to travel by public transport and active travel modes. This option would also offer the greatest potential to invest in public transport and active transport infrastructure.</p> <p>Development may help to ensure the viability of existing services and facilities, but it could also place additional pressure in them, as they may not have capacity to accommodate the additional growth.</p> <p>Major positive minor negative effects are therefore likely.</p>	

SA Objectives	Policy Options				
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that growth is supported by appropriate infrastructure. Overall, major positive effects are expected.				Mixed minor positive minor negative effects are expected.	
Economic					
14. Employment.	++/-	--/+	++/-	+/-	++
<p>This option would locate most growth in the main urban areas, which have the greatest access to most jobs aligning the population with employment opportunities. It would allow a focus for investment in industry in the main urban locations.</p> <p>This option would ensure good accessibility to employment training and learning facilities, as it is likely that more sustainable methods of transport like walking and cycling would be used.</p>	<p>This option would locate more development away from the main urban areas where employment opportunities and training and learning facilities exist, reducing the accessibility of jobs and training and learning facilities to the population and reducing the ready supply of local labour force for new businesses.</p> <p>It may also place increased pressure on schools within the smaller settlements, which may not have the capacity to accommodate the additional growth.</p>	<p>Growth in key transport corridors linking settlements to the main urban areas would locate most growth in and near to the main urban areas, which have the greatest access to most jobs aligning the population with employment opportunities. It would allow a focus for investment in industry in and around the main urban locations.</p> <p>This option would ensure good accessibility to employment training and learning facilities, as it is likely that more sustainable methods</p>	<p>This option would potentially not locate new homes near to existing employment opportunities or existing education facilities which would be a negative effect against this objective.</p> <p>However, a new settlement/s would be expected to deliver new employment provision and education facilities on site which would be a positive effect on supporting jobs growth. The majority of these jobs are expected to come forward towards the end of the plan period and beyond.</p>	<p>This option would locate most growth in and near to the main urban areas, which have the greatest access to most jobs aligning the population with employment opportunities. It would allow a focus for investment in industry in the main urban locations.</p> <p>It would also locate lesser growth in smaller settlements where there is some, smaller scale employment, broadly aligning the population growth to the employment opportunities.</p> <p>This option would ensure good</p>	

SA Objectives	Policy Options				
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	<p>However, a focus on the existing main centres of employment risks limiting employment opportunities available in the wider Central Lincolnshire area.</p> <p>As such, mixed major positive minor negative effects are expected.</p>	<p>Growth on small sites may limit employment provision opportunities.</p> <p>There are existing employment areas across Central Lincolnshire outside of the main urban areas, near villages. Dispersal of growth would enable access to these areas.</p> <p>Mixed major negative minor positive effects are expected.</p>	<p>of transport like walking and cycling would be used.</p> <p>However, a focus on the existing main centres of employment risks limiting employment opportunities available in the wider Central Lincolnshire area.</p> <p>As such, mixed major positive minor negative effects are expected.</p>	<p>Overall, mixed minor positive minor negative effects are likely.</p>	<p>accessibility to employment, training and learning facilities across Central Lincolnshire.</p>
15. Local Economy.	++/-	+/-	+/-	+/-	++
	<p>This option would locate most growth in the locations with greatest access to most jobs aligning the population with employment opportunities. It would allow a focus for investment in industry in the main urban locations.</p> <p>Focusing growth at the main urban areas would support the viability and</p>	<p>This option would locate more development away from the main urban areas where employment opportunities exist reducing the accessibility of jobs to the population and reducing the ready supply of local labour force for new businesses.</p> <p>However, greater growth in rural areas</p>	<p>Growth in key transport corridors linking settlements to the main urban areas would locate most growth in the locations with greatest access to most jobs aligning the population with employment opportunities.</p> <p>This option should also help to support the viability and vitality of local</p>	<p>This option would locate more development away from the main urban areas where employment opportunities exist reducing the accessibility to jobs for the population and reducing the ready supply of local labour force for new businesses.</p> <p>However, focused growth in one or</p>	<p>This option would locate most growth in the locations with greatest access to most jobs aligning the population with employment opportunities.</p> <p>It would allow a focus for investment in industry in the main urban locations. It would also locate lesser growth in smaller settlements where</p>

SA Objectives	Policy Options				
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<p>vitality of town centres and local shopping areas.</p> <p>However, this approach may result in residents in rural areas having limited access to employment, services and facilities thereby having less benefit for the wider economy of Central Lincolnshire.</p> <p>Mixed major positive minor negative effects are expected.</p>	<p>would have some positive impacts on supporting the rural economy, as there would be a larger population seeking to use services in these areas.</p> <p>The provision of small sites may not provide development of the scale and location required to support employment.</p> <p>Mixed minor positive minor negative effects are likely.</p>	<p>centres within settlements within the transport corridors.</p> <p>However, this approach may result in residents outside of the transport corridors having limited access to employment, services and facilities thereby having less benefit for the wider economy of Central Lincolnshire.</p> <p>Mixed minor positive minor negative effects are likely.</p>	<p>more rural areas would have some positive impacts on the rural economy in some areas, as there would be a larger population seeking to use services in these areas. It could also deliver new retail and employment centres on site, to complement existing ones as part of the strategy. However, the positive impacts of these are unlikely to be felt until later in the plan period and beyond, until the new settlement is fully occupied.</p> <p>Overall, mixed minor positive minor negative effects are likely.</p>	<p>there is some, smaller scale employment, broadly aligning the population growth to the employment opportunities.</p> <p>Focusing growth at the main urban areas would support the viability and vitality of town centres and local shopping areas.</p> <p>Overall, major positive effects are predicted.</p>	
<p>Conclusion and Recommendations:</p>	<p>Option 5, a balanced combination of Options 1 to 3, performs the best against the SA objectives and Option 2, Small sites and Option 4 New settlement/s perform least well and are therefore likely to be the least sustainable options.</p> <p>Option 5 is expected to deliver positive benefits in relation to a number of the SA objectives, with major positive impacts predicted against SA1 Housing, SA14 Employment and SA15 Local Economy. This option would ensure good accessibility to employment, training and learning facilities and support both urban and rural economies across Central Lincolnshire. Major positive effects are also likely against SA3 Social Equality and Community. This option would direct most growth to the main urban areas where there are greatest levels of deprivation and where most opportunities for regeneration exist. However, it would also ensure some growth in the rural areas where there are also pockets of deprivation and regeneration opportunities. It may help to focus investment on transport corridors and</p>				

SA Objectives	Policy Options				
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	<p>therefore improve accessibility to the main urban settlements and hence employment, services and facilities, for those who are less mobile and who cannot drive.</p> <p>Further major positive benefits as part of mixed effects are expected for SA2 Health and Wellbeing, SA9 Natural Resources – Land Use and Soils, SA11 Climate Change effects and Energy and. SA13 Transport and Accessibility.</p> <p>Option 1, urban focus, also performs well against the SA objectives with a number of major positive effects likely, including against SA13 Transport and Accessibility, as focusing growth on the urban areas, the most populate settlements in the plan area, will utilise the existing transport network and infrastructure, including rail links, reduce reliance on the private car and reduce length of journeys made. However, there are a number if mixed major positive/ minor negative effects: SA1 Housing, SA3 Social Equality and Community, SA11 Climate Change Effects and Energy, SA14 Employment and SA15 Local Economy due to an urban focus, which risks neglecting the needs of more rural parts of the plan area.</p> <p>Option 2 is likely to result in a number of minor negative to major negative effects across a number of the SA objectives, mixed with minor positive and/or uncertain effects. This option is the least sustainable in terms of SA13 Transport and Accessibility, as this option would focus more development on rural parts of Central Lincolnshire, where it is expected residents would require more and longer journeys to be undertaken by private car to access employment and a full range of services and facilities. It is also the least sustainable option in terms of employment (SA14) as it would locate more development away from the main urban areas where employment opportunities and training and learning facilities exist.</p> <p>Option 4, creation of a new settlement or settlements, is predicted to result in a number of major negative effects due to the scale of development proposed and starting a new settlement from scratch. There is likely to be a permanent loss of agricultural land (SA9 Natural Resources – Land and Soils), adverse landscape impacts (SA5 Landscape and Townscape) and significant new infrastructure requirements, which would embody substantial amounts of carbon (SA11 Climate Change Effects and Energy). Mixed minor positive major positive benefits are predicted in relation to SA2 Health and Wellbeing, as this option would deliver infrastructure such as healthcare, sport and recreation facilities and green infrastructure as part of the creation of a new community. It would also offer opportunities to plan the settlement to promote active travel from the outset, encouraging physical activity.</p> <p>Option 3, transport/ infrastructure corridor focus performs very similar to Option 1, with similar outcomes expected for SA1 Housing, SA2 Health and Wellbeing, SA4 Biodiversity and Green Infrastructure, SA6 Built and Historic Environment, SA7 Natural Resources – Water, SA8 Pollution, SA 10 Waste, SA12 Climate Change Adaptation and Flood Risk, SA13 Transport and Accessibility and, SA14 Employment.</p> <p>Recommended Mitigation Measures:</p>				

SA Objectives	Policy Options				
	Option 1	Option 2	Option 3	Option 4	Option 5
	<ul style="list-style-type: none"> • When selecting sites for allocation, care should be taken to avoid the most sensitive areas in term of for biodiversity, landscape character and heritage assets. • Site selection should apply a sequential approach in relation to flood risk. • When selecting sites for allocation, prioritise brownfield land and agricultural land of lower grade. • Site selection should consider accessibility to key services and facilities. 				