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1. **FOREWORD**

This Sustainability Appraisal Report has been produced to accompany the Preferred Options for the North East Lincolnshire Core Strategy. The Preferred Options document sets out a number of over-arching policies that will inform and guide planning decisions in North East Lincolnshire up to 2022. The Sustainability Appraisal seeks to predict the social, economic and environmental implications of these policies along with alternatives proposed by the Council. The Sustainability Appraisal Report (SA Report) is for the combined Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA) of the Core Strategy Development Plan Document for North East Lincolnshire Council.

Throughout this report, where reference is made to SA or the SA Report, it denotes Sustainability Appraisal under the Planning and Compulsory Purchase Act, incorporating the requirements of the SEA Directive. This is consistent with terminology used in the ODPM Guidance relevant to this study.

The SA Report documents these predicted effects along with suggested mitigation measures to improve the sustainability of the preferred options and therefore the Core Strategy as a whole. The consultation period for this Sustainability Appraisal Report is from December 2008.

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2. NON TECHNICAL SUMMARY

2.1 Overview

A combined Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA) has been carried out alongside the development of the LDF Core Strategy. The aim of the combined SEA/SA, henceforth referred to as the SA, has been to help inform and influence the development of the Core Strategy and maximise the extent to which the Core Strategy contributes towards sustainable development. The approach used in the SA of the Core Strategy is based on the process set out in the ODPM’s guidance on SA of September 2005. The SA also meets the requirements of the SEA Regulations introduced in 2004.

2.2 Plans and Programmes

A wide range of plans, programmes and policies were been identified that may be relevant for the North East Lincolnshire LDF Core Strategy. At the regional level, the key document is the Regional Spatial Strategy (RSS) of Yorkshire and the Humber (May 2008) that is based on a selective review of Regional Planning Guidance (RPG) 12, and sets out a strategy to guide planning and development in the Yorkshire and the Humber region to the year 2026. In addition, the Regional Sustainable Development Framework (RSDF) for Yorkshire and the Humber (2003) was a key influence.

At the local level, the policies, plans and programmes produced within North East Lincolnshire have provided the key focus for the policy analysis, with the objectives outlined in existing Adopted Local Plan for North East Lincolnshire, as well as the Community Strategy produced by North East Lincolnshire Local Strategic Partnership being particularly relevant to the development of the SA framework.

The documents provided guidance on the wider sustainability objectives for the Yorkshire and Humber Region as well as specifically for North East Lincolnshire.

2.3 Baseline Information

North East Lincolnshire is an area of much diversity and opportunity. It is situated on the east coast of England at the mouth of the Humber estuary, covering an area of 74 square miles (192 sq km). The Humber sub-region is considered to be a “Global Gateway” offering significant economic opportunities. It is an area that presents challenges but also one which offers future potential. It includes the port towns of Grimsby and Immingham, the seaside resort of Cleethorpes, a range of villages of varying size and composition, and the attractive landscape of the Lincolnshire Wolds.

Population

The population of North East Lincolnshire was 158,900 in mid-2006, of which about 1.4% is from minority ethnic communities. By 2029, the population is predicted to
increase to 163,900 - by about 5000 people. It is the first projected increase for many years. This may be compared with a regional growth of 7%.

A lower percentage of the population is within the 20-34 age range when compared to national and regional averages. This indicates the difficulty of retaining younger adults and graduates within the area. By 2009, older people will outnumber children in North East Lincolnshire, and by 2026, people of 50 years or older will represent 44% of the total resident population. Consistent with national trends, it is likely that an ageing population will place additional pressures on services.

Around 122,000 live in the Grimsby/Cleethorpes conurbation, 10,000 in Immingham, and the remainder in rural settlements. The population comprises of approximately 70,000 households of which less than 6% live in areas which may be described as rural.

Deprivation
The Index of Multiple Deprivation (IMD) 2007 score shows that North East Lincolnshire is ranked as 49th most deprived out of 354 Councils in England. However, this masks differences across the Borough. Many of the Borough’s areas are amongst the most disadvantaged 20%, highlighting pockets of deprivation in the urban area.

Housing
In 2001, the total number of households in North East Lincolnshire was 66,054. Consistent with national and regional averages, the average household size in North East Lincolnshire is 2.36. As household sizes decrease due to an increased number of people living alone and in smaller families, and population growth occurs, the total number of households is likely to increase.

According to the 2001 Census, the majority (72.4%) of properties in the North East Lincolnshire are owner-occupied. By national standards, house prices are low in the authority, although significant rises have been witnessed over the last 5 years. This, combined with low incomes, means there is an issue related to the lack of good quality affordable homes. It has resulted in the private housing market becoming inaccessible for many, with particular problems for first time buyers. There are also suggestions of a significant shift from the urban centres of Grimsby to the more suburban and rural parts of North East Lincolnshire - the largest population growth being in the Wolds parishes. At the other end of the spectrum, there are some urban areas where poor quality housing is linked to low demand and weak housing markets. The Council transferred its council housing to Shoreline Housing Partnership in 2005 and are now working in partnership.

In 2005, there were 2617 empty homes in North East Lincolnshire, or 3.7% of the total. Though this is slightly lower than the regional average, it indicates a potential for homes to be brought back into reuse. There were 391 households accepted as homeless in North East Lincolnshire in 2004-05, as the number of households on Local Authority waiting lists between 2001 and 2005 rose by 6.6%.

Health
Life expectancy for males in North East Lincolnshire (75.9 years) is below regional and national averages; while females have a life expectancy (80.8 years) slightly above regional but below national average.

The proportion of people with limiting long-term illness and general health 'not good' is slightly lower than regional averages but higher than national averages.
The conception rate for girls under 18 residing in North East Lincolnshire in 2005 was 66.4 per 1000, with higher rates in more deprived wards. This is significantly higher than the national rate of 41.4 per 1000 or the regional rate of 47.7 per 1000. Trends over the last five years indicate that the national target to reduce teen conceptions from the 1995-97 baseline by 50% by 2010 is unlikely to be met in the area.

**Economic Issues for the North East Lincolnshire**

The busiest port in the country, Immingham/Grimsby sits within the area. The twin ports of are of international trading significance, providing the economic gateway to the region as well as the rest of the world. Chemicals, manufacturing, port activities and food processing have formed the main economic base of the Borough since the decline of the fishing industry in the 1950s. Unemployment is higher than regional and national averages and gross earnings are the lowest in Yorkshire and Humber. Tourism accounts for a significant number of local jobs equating to 7% of the total.

The Borough is at the heart of the Humber Trade Zone, with the biggest port complex in the country and the fourth largest in Europe. A substantial amount of land to facilitate growth is available alongside established major operators providing strength in key business clusters. The challenge is to retain the economic advantages of this growth within the local economy, rejuvenate former employment sites in the urban area and regenerate key sites including the Grimsby Fish Docks.

The main highway link connecting the urban centres with the motorway network stretching through South and West Yorkshire is the A180. The passenger rail network ending at the resort of Cleethorpes provides a similar link to the national rail network. Local passenger rail connections can also be made at Great Coates, Healing, Stallingborough and Habrough. The expansion of the ports and adjoining employment areas places pressures upon the transport network and the local environment.

The Humber estuary bounds the area to the north-east. The main connecting roads are the A180 (T) from the west (Humber Bridge 27 miles; Hull 33 miles; Scunthorpe 34 miles; Doncaster 54 miles), the A46 from the south-west (Lincoln 38 miles; Nottingham 96 miles), and the A16 from the south (Louth 16 miles; Skegness 38 miles; Boston 48 miles).

**Environmental Issues for the North East Lincolnshire**

Despite its small size, North East Lincolnshire has a varied and attractive countryside. The coastal area in the authority is internationally recognised as an important natural habitat, being a site of Special Scientific Interest, Special Protection Area, Special Area of Conservation and Ramsar site in recognition of its importance for migrating birds and waterfowl. It is also a valued and attractive tourist and recreation destination. The relationship between development pressures and natural habitats, particularly in this coastal zone is worthy of particular note.

Inland, the quality of the landscape is recognised in the designation of an area as part of the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB).

The Borough has contrast and diversity with important natural and landscape assets sitting alongside major port and commercial developments.
Biodiversity, Flora and Fauna

Some twenty percent of the borough is within the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) to the west, which forms the backdrop to the coastal plains that continues to the mouth of the Humber estuary in the east. The AONB has features typical of the Wolds chalk landscape, with its wide verges, clumps of beech trees and patchwork of large, arable fields. Some of the ancient chalk grassland wildflowers still remain, having escaped cultivation by virtue of their location on steep slopes that are not suited to machinery.

The coastal plain has been mostly given over to intensive agriculture, with large fields of wheat and oilseed rape being dominant. Nevertheless, some important wildlife habitats remain, providing a refuge not only for scarce plants and animals, but also for local people who need to get away from the pressures of urban living. A handful of meadows and ancient woodland areas contribute to the diversity of the landscape. The coast has a rich array of habitats with sand dunes, saltmarsh, sandflats and mudflats. All but the dunes make up the inter-tidal zone of the Humber estuary. The Humber estuary is an important site in North East Lincolnshire for biodiversity. The Humber Estuary "designated sites" are:

- Humber Estuary Site of Special Scientific Interest (SSSI)
- Humber Estuary potential Special Protection Area (pSPA)
- Humber Estuary possible Special Area of Conservation (pSAC)
- Humber Estuary proposed Ramsar site (pRamsar)

The international and national designations aim to protect a wide variety of species and habitats, and reflect the estuary’s particular importance for bird life. A large number of migratory wading birds and wildfowl arrive here during the winter months to feed on the abundant invertebrate life that dwells in the mudflats. The pSPA relates to breeding birds of various species as well as species wintering and on migration. The other designations are associated with habitats such as saltmarsh, sand dunes and mudflats as well as populations of animals and fish such as grey seals and lamprey. A high level of protection is given to the Estuary arising from its array of nature conservation designations.

Much of the coastal zone south of Cleethorpes Leisure Centre was designated a Local Nature Reserve in June 2000, reflecting the value of this habitat.

A number of freshwater habitats are found in the area, providing a home for species which are now uncommon, such as the water vole and kingfisher. As well as inhabiting a number of other water courses, both species are found along the Laceby Beck/River Freshney, a vital “green corridor” that is as important for recreation as it is for wildlife. The Beck arises at the foot of the Wolds and winds its way through arable land and the village of Laceby, into the heart of Grimsby (as River Freshney) and emptying into the docks area. A number of blow wells (springs that arise on flat land away from the slope of the Wolds and have a range of habitats associated with them) are found throughout the coastal plain but few continue to flow on a regular basis owing to the overabstraction of water from the underlying chalk. This activity has also led to low flows in the upper reaches of the Laceby Beck/River Freshney during periods of drought, threatening the wildlife that depends upon it.
The built environment

North East Lincolnshire communities were traditionally based on agriculture and fishing. Many of the earlier villages have become swamped with development, especially as the towns of Grimsby and Cleethorpes have grown.

There are 222 nationally significant buildings in North East Lincolnshire included in the list of “buildings and other structures of architectural or historic interest”, including the Dock Tower at the entrance to Grimsby Docks - the only one of its kind in the country. In 2006, 2 buildings were identified as being at risk on the English Heritage Buildings at Risk Register.

Many listed buildings are located in areas that are of special architectural or historic importance. These areas are designated as Conservation Areas and have a level of protection from inappropriate development in order to preserve or enhance their character and appearance. North East Lincolnshire has 14 such Conservation Areas.

The authority has records of 1695 archaeological sites out of which 11 Scheduled Monuments are protected by law. The Peoples' Park in Grimsby is listed as a Historic Park and Garden on the English Heritage Register.

Air quality

The authority declared an Air Quality Management Area on Kings Road, Immingham in July 2006 for the exceedence of the daily PM$_{10}$ levels. Continuous monitoring is in place in the area and the authority is preparing an Action Plan that will contain actions to reduce the dust levels below the national action level (less than 35 daily exceedances).

Flood risk

Large areas of land within the Borough are identified as being at risk from flooding, including valued employment and urban areas. The preferred options for management of flood risk are

- Avoidance – Not to have developments in areas at risk wherever possible.
- Substitution – Where development cannot be avoided, uses which are less vulnerable to impacts of flooding should be considered before more vulnerable ones.

Whilst mitigation measures are important, the Environment Agency has undertaken to provide protection for the next 100 years for flooding events subject to funding. In its Humber Flood Risk Management Strategy (March 2008), the Agency plans to start improvement work on flood defences on the Humber Estuary from North Killingholme to Grimsby (including Immingham) within the next five years.

2.4 SA Framework

The first stages of the SA involved determining the scope of the SA and its documentation in a Scoping Report which was released for consultation in December 2005 to English Heritage, Natural England and the Environment Agency (see Appendix 1 to the Main Report). Subsequently, consultation was done on the initial Preferred Options document in May 2007. The Scoping Report set out an SA framework of objectives and indicators. These were developed using an iterative process, based on a review of plans and programmes relevant to the Core Strategy.
and the SA, an examination of baseline data, an analysis of key sustainability issues and a consideration of which issues could potentially be addressed by the Core Strategy. Comments received during consultation were considered and resulted in the modification of the SA objectives.

The SA Objectives were then finalised and comprised:

2.4.1 Environmental Objectives

EN1 - Efficient land use that maximises the use of derelict sites and brownfield land.
EN2 - Maintain and improve a quality built environment, and preserve the historic and archaeological sites in North East Lincolnshire.
EN3 - Conserve and enhance a biodiverse, attractive and accessible natural environment.
EN4 - Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.
EN5 - Improve air quality in North East Lincolnshire.
EN6 - Prudent and efficient use of energy, water and other natural resources.
EN7 - Reduce pollution and waste generation and increase levels of reuse and recycling.
EN8 - Maintain and improve water quality.
EN9 - Reduce the impact of flooding on people, property and natural environment in North East Lincolnshire.

2.4.2 Social Objectives

S1 - Social inclusion and equity across all sectors.
S2 - Improve the health and wellbeing of North East Lincolnshire’s population.
S3 - Safety and security for people and property in North East Lincolnshire.
S4 - Vibrant communities that participate in decision making.
S5 - Accessibility to public recreational areas and culture, leisure and recreation available to all.
S6 - Easy access to services and facilities reducing the overall need to travel.
S7 - Reduce the need to travel by private car through improved access to, and use of public transport, walking and cycling.
S8 - Good quality housing available to everyone.
S9 - Preserve and enhance North East Lincolnshire’s rural landscapes and public open spaces.

2.4.3 Economic Objectives

EC1 - Good quality employment opportunities available to everyone.
EC2 - Good education and training opportunities that build skills and capacity of the population.
EC3 - Conditions that enable business success, economic growth and investment.
Though the SEA Directive does not specifically require the use of objectives or indicators in the SEA process, they are a recognised and useful way in which environmental effects can be evaluated and compared at key stages of the Core Strategy evolution.

A framework of objectives and indicators has been developed based on the review of relevant plans and programmes, the baseline information, the analysis of key sustainability issues and incorporating the consultation comments from the Scoping Report consultation.

A set of objectives has been developed with indicators against each objective. National, regional and local targets have been included where information was available. The objectives include social, environmental and economic objectives and are distinct from the Core Strategy’s objectives. The objectives have been worded to take account of local conditions and concerns feeding from the analysis on sustainability issues.

A preliminary set of indicators were derived to capture the change likely to arise from the implementation of the Core Strategy and will play a role in the assessment itself. As the SA progresses, it is likely that the set of indicators will be refined.

Where appropriate, existing data sources and indicators which are already monitored in the authority have been used. In some cases, specific new indicators are proposed which will require monitoring by relevant bodies, should significant effects relating to the SA objectives concerned be identified as part of the assessment of effects.

2.5 Initial Compatibility Assessment

In preparation for the development of the Core Strategy policies, a set of Core Strategy objectives was developed. Each of these 9 Spatial Objectives (SO1 to SO9) was evaluated in terms of its compatibility with each of the 21 SA objectives. Overall, the majority of the Core Strategy objectives were either broadly compatible or had no effect on the SA objectives. The potential conflicts identified are dependent on the nature of the implementation measures as these will play a key role in determining the performance of the Core Strategy against the SA objectives.

The SA objectives are particularly dependent on the nature of implementation of the housing, employment and transport objectives. This is largely related to the new infrastructure required by new developments and facilities and the potential for negative environmental effects. The Core Strategy objectives are most compatible with the social and economic SA objectives. Those SA objectives that have most dependence on the nature of the implementation measures are those relating to flooding, pollution, greenhouse gas emissions, biodiversity, landscape and heritage.

SPATIAL OBJECTIVE 1 – Population
To accommodate future population growth, demographic change, and provide employment growth in line with the expectations of the Yorkshire and Humber Regional Spatial Strategy.

SPATIAL OBJECTIVE 2 – Social Exclusion
To narrow the gap in terms of social inequity; addressing issues of housing choice, working and training opportunities, health, education and cultural facilities; and the
establishment and maintenance of a network of accessible good quality open space, sport and recreation facilities.

SPATIAL OBJECTIVE 3 – Economy
To support the growth of the local economy in ways which are compatible with environmental objectives, creating conditions that sustain more and better jobs, remove the barriers to accessing jobs and raising skills including support for rural regeneration and diversification and strengthening of the tourism offer.

SPATIAL OBJECTIVE 4 – Housing
To meet the housing needs of all the community, including high quality affordable housing, special needs housing and gypsy and traveller accommodation.

SPATIAL OBJECTIVE 5 – Built and Natural Environment
To safeguard and enhance, the quality of the built and natural environment. Safeguarding it from the impacts of development.

SPATIAL OBJECTIVE 6 – Transport
To develop accessible patterns of development that reduce the overall need to travel and make it safer and more convenient for the community to access jobs and services by use of public transport, cycling and walking; and provide the necessary infrastructure to support sustainable growth.

SPATIAL OBJECTIVE 7 – Town centres and Local facilities
To strengthen the vitality and viability of town centres, focusing appropriate uses on town centre sites, promoting regeneration where appropriate and supporting the retention of local community and service facilities. Providing accessible and varied opportunities for sport and recreational activities, supportive of active lifestyles.

SPATIAL OBJECTIVE 8 – Design
To raise the quality of developments; based upon the principles of good sustainable and inclusive design, promoting safe, secure and accessible streets and places.

SPATIAL OBJECTIVE 9 – Climate Change
To mitigate and adapt to the effects of climate change; minimising use of natural resources and energy use, reducing waste, encouraging reuse and recycling, reducing pollution, responding to an increased threat of flood risk and promoting sustainable construction practices.

2.6 Assessment of alternatives for the Core Strategy

Subsequent to the receipt of responses and finalisation of the Scoping Report and the initial Preferred Options document, a number of alternative development options for the site were assessed. Strategic policy options were developed by the Council. These options were assessed, in broad terms, in order to determine their performance in sustainability terms, with reference to the social, environmental and economic factors.

The assessment of the range of strategic policy options available for achieving the objectives under consideration was done. The assessment has been undertaken primarily using expert judgement which is recognised in the guidance as being an acceptable and appropriate technique to be used at this stage.

The results of the assessment of alternatives were fed into the evolution of the Core Strategy process.
2.7 **Assessment of individual policies**

An assessment of the policies which comprise the preferred Core Strategy was carried out. The policies relate to the following areas:

- **SP1 – Locational Strategy**
- **SP1a – Spatial Strategy for the Urban Area**
- **SP1b – Spatial Strategy for the Estuary Zone**
- **SP1c – Spatial Strategy for the Western and Southern Arc**
- **SP1d – Spatial Strategy for the Rural Area**
- **SP2 - Sustainable Development Principles**
- **SP3 – Implementation**
- **DM1 – Supporting the growth of the Local Economy**
- **DM2 – Meeting the Housing Requirements**
- **DM3 – Addressing the Affordability of Housing**
- **DM4 – Promoting High Quality Design**
- **DM5 – Town Centres and Retail Development**
- **DM6 – Delivering Accessible Open Space, Sport and Recreation Facilities**
- **DM7 – Managing Travel Demand, Promoting Sustainable Transport Networks**
- **DM8 – Delivering Inclusive Communities**
- **DM9 – Safeguarding and Enhancing the Natural and Built Environment**
- **DM10 – Adapting to Climate Change**
- **DM11 – Strengthening Rural Communities**
- **DM12 – Extending the Tourism Offer**
- **DM13 – Waste Management**
- **DM14 - Minerals**

In general, the Core Strategy was found to perform well against the SA objectives - the large majority of effects being beneficial. Most of the development principles were found to have significant positive effects against the SA Objectives. The assessment of the Core Strategy was broken down into prediction, evaluation and mitigation of effects.

The prediction of effects involved the identification of the potential changes to the sustainability baseline conditions which were considered to arise from the adoption of policies being proposed by the Core Strategy. The predicted effects were described in terms of their nature and magnitude the parameters such as geographical scale, timing of effect – short or long term, duration of effect and the nature of effect – positive, negative or neutral.

2.8 **Assessment of cumulative, synergistic and indirect effects**

The SA process has recognised that many of the sustainability effects of the Core Strategy are only realised when two or more of the development principles interact with each other. To address this, a cumulative, synergistic and indirect effects
assessment was undertaken. Cumulative effects arise where several measures each have insignificant effects but together have a significant effect. Synergistic effects can interact to produce a total effect greater than the sum of the individual effects. Finally, secondary or indirect effects are effects that are not a direct result of the plan, but occur away from the original effect or as a result of a complex pathway.

Many of the development principles of the Core Strategy have the potential to interact positively, bringing a number of beneficial cumulative, synergistic and indirect effects in relation to the SA Objectives. Of these, many of the indirect effects are related to the improvement of the physical environment, and the "knock on" benefits of enhancing the public realm and the image of the area.

Although the SA has highlighted that the Core Strategy is broadly in accordance with sustainability objectives, it has also resulted in the proposal of the following recommendations to further enhance its performance in relation to such objectives.

2.9 Monitoring framework

A wide range of indicators have been identified that can be used for monitoring the impacts of the Core Strategy and the organisation responsible. These may be used for reporting. Although many of the indicators have evolved from those proposed in the SA Framework, a number of new indicators have also been proposed to address consultation responses to the Scoping Report and to cover issues which relate specifically to the significant predicted effects of the Strategy.

The guidance suggests that SA monitoring and reporting activities can be integrated into the regular planning cycle. As part of the Annual Monitoring Report (AMR) process, the authority will be required to prepare an AMR as part of its LDF. It is anticipated therefore that elements of the SA monitoring programme will be incorporated into this process.

These indicators may evolve over time based on the results of consultation and the identification of additional data sources (as in some cases, information will be provided by outside bodies). Consultees are invited to suggest any further indicators for the monitoring programs.

2.10 Conclusions and recommendations

The SA process has concluded that the Core Strategy Preferred Options document provides a comprehensive policy framework based on sound spatial development principles and supports improvements to the quality of life for residents in North East Lincolnshire. Policies are likely to result in a range of significant positive effects, particularly in relation to the balance of development, affordable housing, providing employment space in areas of need, maximising the efficient use of land and buildings and protecting and enhancing the environment and natural resources. These positive effects have been maximised in the DPD through the application of the Sustainability Appraisal process.

Where significant negative effects were identified, mitigation measures have been incorporated into the policies to guard against potential conflicts. Some recommendations remain, to be incorporated into the subsequent LDF documents such as the Allocations DPD. It will have a crucial role to play in ensuring that potential positive effects of Core Strategy policies are realised. There will need to be careful consideration of site selection, maximising efficient use of land resources.
while maintaining and enhancing open space, reducing traffic congestion and maintaining local and historic character.

There have been some issues of uncertainty through the SA process particularly when appraising against some sustainability objectives and indicators, as a lot depends on how the policies are implemented. When assessing some policies against particular objectives, there are obvious positive or negative effects. However the sustainability impacts of some options are harder to determine and may depend greatly on the specific scheme itself.

Recommendations have been made to improve the sustainability performance of the Core Strategy, where appropriate. It is considered that cross-referencing of policies is not required for specific development proposals as the Core Strategy clearly states that “the individual policies set out in the Core Strategy should not be considered or used in isolation. They are not independent of each other; to understand and appreciate their role, the Core Strategy should be read as a whole along with the Regional Spatial Strategy and National Planning Policies.”

Many suggestions made through the Sustainability Appraisal have been incorporated into the Strategy as detailed in Appendix E.

The SA process will be ongoing through the life of the Core Strategy document. The initial aim of the SA process in ensuring that all LDF documents are sound in social, environmental and economic is only the initial stages of the implementation. The SA process will apply to other more detailed documents such as the emerging Allocations Document and future Supplementary Planning Documents. However an important role still exists at the individual planning application stage with the more detailed analysis of the application and the role of Environmental Impact Assessments to ensure that potentially negative effects are avoided or mitigated. But it is hoped that the presence of a sustainable set of policies against which to consider schemes will help to make sustainable decisions on planning applications.

**Recommendations**

The Core Policies within the North East Lincolnshire Core Strategy generally strive to meet the range of sustainability objectives identified in the SA framework. The Core Policies are considered to offer potentially significant positive effects on environmental, social and economic objectives. The negative effects identified can be minimised through the effective implementation of other Core Policies and through detailed mitigation measures. The extent of the significance of effects and the subsequent mitigation will be assessed in greater detail in the assessment of DPDs and SPDs. Consequently, careful wording of more specific policies could minimise these potential significant effects identified in the assessment of the Core Strategy policies as well as ensuring that there is adequate provision for the protection of the environment.

Recommendations have been made to improve the protection of the environment and encourage measures (such as carbon neutral developments), which promote non-traditional and exemplar forms of development. It is considered that the proposed recommendations will improve the sustainability performance of the Core Strategy substantially.

**2.10.1 Policy SP1 – Locational Strategy**

The policy can be strengthened through including statements for:
- In all cases, sites must be well located in relation to jobs, services and facilities and in the most accessible locations for transport by non-car modes
- Full regard to be made to environmental assets, constraints and opportunities for all developments
- Existing infrastructure and services must have adequate capacity to serve the new developments, or secure arrangements for appropriate increased capacity must be made.
- Improving access to the employment zone by non-car zone to help reduce carbon emissions and protect the population from the effects of climate change.
- Phased release of land to ensure development remains close to established targets – to be established through the Allocations DPD.

2.10.2 Policy SP1a – Spatial Strategy for the Urban Area

The policy can be strengthened through including statements for
- Addressing crime and the fear of crime in urban areas through improved design and planning, and promoting safe living environments
- Making the most efficient use of land resources, e.g., reusing vacant and underused land and existing employment floor space
- Prioritising measures to increase accessibility by public transport, walking and cycling,
- Assessing the feasibility of a Park and Ride system for access to Grimsby/Cleethorpes town centres
- Focusing new housing development in locations close to or accessible by public transport.
- Mitigation measures for flooding could consider the use of Sustainable Urban Drainage Systems, if appropriate, to reduce surface water run-off.

2.10.3 Policy SP1b – Spatial Strategy for the Estuary Zone

The policy can be strengthened through statements for
- Addressing crime and the fear of crime through improved design and planning, and promoting safe living environments
- Making the most efficient use of land resources, e.g., reusing vacant and underused land and existing employment floor space
- Prioritising measures to increase accessibility in the employment zone by public transport, walking and cycling
- Assessing land south of A180 as a potential candidate for development for non-estuary related uses.
- Incorporating SUDS for new employment developments in the area to mitigate flood risk.

The statement on flood risk in the last section may be modified to mention the risk-based sequential approach as per PPS 25. As the Estuary zone is a flood risk area, the policy may include a statement on carrying out strategic assessments of flood risk for all developments in the area in consultation with the Environment Agency.
Any development that could have an adverse effect (alone or in combination) on the integrity of the Humber Estuary designated site should not be supported by the LDF. Avoidance of adverse impacts on the environment should be the first recommended option followed by mitigation, compensation etc.

2.10.4 Policy SP1c – Spatial Strategy for the Southern and Western Arc

The policy can be strengthened through including statements for:

- Addressing crime and the fear of crime through improved design and planning, and promoting safe living environments, especially in areas such as Humberston Fitties.
- Addressing the threat of flood risk in the Southern and Western Arc in the Environment and Climate Change section of the policy.
- Modifying the statement ‘Support local employment opportunities…through transport measures…’ to ‘…through sustainable transport measures.’

The Locational Strategy allocates 15% of residential and 10% of employment development in this area. This could perhaps be allocated to the individual settlements based on the principle of settlement hierarchy according to their existing potential service provision (as per sustainability of settlements in Appendix D – Sustainability Matrix of the revised Preferred Options document).

2.10.5 Policy SP1d – Spatial Strategy for the Rural Area

The policy can be strengthened through including statements for:

- Development will only take place where it supports the rural economy and the vitality of local communities and is compatible with policies for protecting the Area of Outstanding Natural Beauty and other rural parts of the authority.
- Proposals that lead to a loss in community assets such as village shops, post offices, village halls, etc must not be supported.
- What basis development will be allocated in the rural areas – small scale development to meet local and community needs
- Addressing the threat of flood risk in the rural areas in the Environment and Climate Change section of the policy. Villages like Barnoldby le Beck and Ashby cum Fenby have a history of flooding.
- Improving access to housing and services in rural areas
- Modifying the statement in the policy to “Strive to safeguard and improve services to rural communities and improve rural transport…”

2.10.6 Policy SP2 – Sustainable Development principles

There are some uncertainties with the policy when considered against sustainability objectives related to biodiversity, flooding, water efficiency measures, renewable energy and waste minimisation. The statement “Safeguarding, and where possible, enhancing the quality of natural resources,…” is too broad and could be more transparent.

The policy can be enhanced through inclusion of statements for:
Developments must not conflict with environmental protection and nature conservation and should provide mitigation or compensatory measures to address any potential harmful impacts.

Improvement in public transport and routes for pedestrians and cyclists while reducing the reliance on car-based travel – will help to promote a healthier lifestyle as well

Locating developments in a manner to avoid an adverse traffic impact, minimise energy consumption and the need to travel

Supporting transport schemes that lead to improvements in accessibility

Developments to conserve natural resources; adopt sustainable construction principles with recycling of resources

New developments must meet the highest BREEAM/Code for Sustainable Homes standards incorporating energy efficiency designs through low/zero carbon development and be adaptable to climate change.

Existing buildings should also be encouraged to adapt their premises to incorporate high energy/water efficiency measures

Achieving higher density and higher quality developments

Communities involved in the planning decisions that affect them

Designing out crime/fear of crime in all new developments to promote safe living environments

Elaborate the statement - “Delivering mixed and balanced communities …. needs of the community” to help reduce social inequalities and disadvantages within communities

Developments to utilise previously developed land in preference to greenfield sites

Encourage local sourcing of materials and local supply chains

Encourage use of renewable energy and small scale renewable energy projects

Mitigate the risk of flooding beyond priority regeneration and strategic employment areas – e.g., promoting SUDS for natural drainage of surface water

Maintain, enhance and create biodiversity while protecting important sites and improving biodiversity in the urban area

Protect and enhance the countryside with improved access to it - particularly the Humber Estuary designated sites and the Area of Outstanding Natural Beauty (AONB)

Greening the authority beyond ‘appropriate buffers in the form of green infrastructure’, especially in the urban area, such as planting trees, green roofs, etc.

The uncertainties in the policies may be addressed through the implementation of preferred options policies for Development Management - DM4 (Promoting High Quality Design), DM7 (Managing Travel Demand, Promoting Sustainable Transport Networks) and DM10 (Adapting to Climate Change). These could be signposted through SP2.

2.10.7 Policy SP3 – Implementation

The policy may be enhanced through a mention of partnership working with local businesses and the business community to deliver locally relevant jobs. There
could be a mention of the Site Allocations DPD for settlement boundaries and site allocations for the developments.

2.10.8 Policy DM1: Supporting the growth of the local economy

The policy can be strengthened through inclusion of statements for:

- Assessing alternative sites as a potential candidate for development for non-estuary related uses.
- A mention of Freeman Street, Fish Docks, etc in the policy. Regeneration of these less popular urban areas will help to improve the local economy, the environment and community. Some of these are very deprived areas with high levels of crime. This needs to be tackled so that people feel safe where they live and work. The public realm and visual appearance of these areas also needs to be looked at.
- Besides the Europarc Phase 4 land, all developments in flood risk areas must carry out strategic assessments in consultation with the Environment Agency.
- Using local businesses and labour for development projects to improve the local economy and employment/training aspirations of the residents into skilled jobs.
- Full regard to be made to environmental assets, constraints and opportunities for all developments.
- Developments to include soft landscaping (hedges rather than fencing, green roof/wall design etc.) to benefit biodiversity, and mitigate against potential climate change effects (e.g. flooding). Green infrastructure has many added benefits to business, including staff retention, aesthetics to attract inward investment, reduction in space heating/cooling bills, etc
- Developments to include Sustainable Urban Drainage Systems, water conservation and grey water recycling design.
- Recognition of PPS 3 in that development does not need to replicate its surroundings - it should improve character and environmental quality.
- An aim for buildings to achieve the highest BREEAM standards.

The last statement ‘Implement sustainable design…’ could include reference to other DM policies such as DM4, DM9 and DM10.

2.10.9 Policy DM2: Meeting the Housing Requirements

The policy can be strengthened through including statements for:

- Full regard to be made to environmental assets, constraints and opportunities for all developments.
- Providing mixed use developments for homes, leisure and work reducing the need to travel and encourage walking, cycling and public transport.
- Avoiding development on identified flood plains and land susceptible to flooding.
- An aim to build homes to the highest level of the Code for Sustainable Homes in advance of regulation (to kick in by 2016). As the client, the Council can drive development towards this target sooner.
- Retrofitting of existing developments to include energy and water efficiency measures.
• Developments to include soft landscaping (hedges rather than fencing, green roof/wall design etc.) to benefit biodiversity, and mitigate against potential climate change effects (e.g. flooding).

• Developments to include Sustainable Urban Drainage Systems, water conservation and grey water recycling design.

• Recognition of PPS 3 in that development does not need to replicate its surroundings - it should improve character and environmental quality.

2.10.10 Policy DM3: Addressing the Affordability of Housing

The policy can be further strengthened through including statements for:

• Investigate the possibility of varying the provision of 30% affordable housing (to perhaps 35 or 40% or lesser depending on need) for increased viability of developments.

• Investigate the viability of requesting developer contributions in lieu of on-site affordable housing for smaller developments (less than 10 units).

• Developments with affordable housing must be situated on the same sites designated for regular housing.

• Developments with affordable housing must be accessible to health services, education, jobs, etc.

• The cost of providing affordable housing may conflict with the cost of providing sustainable home. Affordable housing must meet the government’s environmental standards for affordable housing provided by Registered Social Landlords.

• Where possible, affordable housing should meet the highest BREEAM standard/Code for Sustainable Homes, incorporating energy efficiency designs and be adaptable to climate change.

• Developments with affordable housing to incorporate measures to increase biodiversity and green infrastructure.

• Provide affordable homes close to parks and/or open green spaces, or developments to incorporate green spaces suitable for families to use for leisure and relaxation.

2.10.11 Policy DM4: Promoting High Quality Design

The policy can be strengthened through including/extending statements for:

• Incorporating soft landscaping (such as green roofs and borders, hedging, etc.) and planting of trees in the urban environment for aesthetics, physical and mental health, control of flood risk, crime/fear of crime reduction, cooling/insulation of buildings, benefit to biodiversity and mitigation of/adaptation to climate change.

• Promoting the use of water efficiency technologies within existing and future developments to mitigate the pressure on water resources such as rain water harvesting

• Incorporating energy efficiency measures in existing developments to reach a high level of environmental performance and reducing carbon emissions.

• Encouraging energy efficient design through low/zero carbon new developments and be adaptable to climate change
• Having mixed development of housing, leisure facilities and work to extend the hours of use of an area into the evening. This will reduce inactive areas, discourage crime and increase the sense of safety and community.

• A percentage of recycled or reused materials in construction building resources and street furnishings/artworks.

• Preference for using locally sourced and sustainable construction materials to reduce impacts on climate change.

• Respecting and enhancing the natural environment for biodiversity through creation of biodiversity corridors.

• Engaging the local community in the design process to get their buy-in

• Protecting against vehicle bombs by employing basic good housekeeping in development plans, such as vehicle access controls, parking restrictions, and adequate communications systems. Avoiding underground parking facilities as these can provide the worst possible effect from vehicle bombs.

• Considering use of physical barriers to keep all unauthorised vehicles at a safe distance from developments. Working in partnership through police advice on what these barriers should be and on further measures, such as electronic surveillance

• Making buildings more blast resistant, paying particular attention to windows. Provide blast resistant indoor assembly points.

• Having buildings reviewed by a qualified security engineer or adviser when seeking advice on protected spaces.

2.10.12 Policy DM5: Town Centres and Retail Development

The policy can be strengthened through

• Measures to tackle a range of issues from anti-social behaviour and crime prevention to adequate late-night transport provision to support evening and night-time uses.

• Promoting high quality and inclusive design for the development, in order to improve the character and quality of the area

• Improving the public realm of the town centres, especially Immingham and Freeman Street District Centre, through incorporating green infrastructure and public art.

2.10.13 Policy DM6: Delivering Accessible Open Space, Sport and Recreation Facilities

The policy can be strengthened through including statements for:

• For open space to be 'surplus to requirements', consideration must be made of all the functions that open space can perform

• Providing areas of open space in commercial and industrial areas

• Locating these facilities in areas accessible by walking, cycling and public transport as alternatives to the use of the car

• Avoiding any erosion of recreational function and maintaining or enhancing the character of open spaces.

• Management of some areas of open space purely for biodiversity conservation and enhancement
- Management of borders of existing open space for biodiversity enhancement
- Creation of open space with regard to the type of habitats that are declining, or those that have been removed for development in the past
- Improving access within rights of way for people with impaired mobility
- Recognise, enhance and market open space for eco-tourism.
- Developing connecting walking and cycling routes between areas of open space, where possible improving the biodiversity of these routes to encourage species movement between sites.

2.10.14 DM7 – Managing travel demand, promoting sustainable transport networks

The policy can be enhanced through
- Locating developments to avoid an adverse traffic impact, minimise energy consumption and the need to travel
- Encouraging better transport provision in the rural areas
- Encouraging measures to secure road safety - safety of pedestrians, cyclists and occupants of vehicles through the design and layout of footpaths, cycle paths and roads.
- Partnership working with developers, businesses, local residents besides other key stakeholders to help achieve sustainability objectives.
- Improving freight access by rail and waterways.
- Investigating the possibility of a quick, easy and safe interchange in Grimsby and Cleethorpes to integrate different modes of transport.
- Encouraging pedestrianisation schemes in town centres or where access is restricted to walking, cycling and low or non-polluting vehicles;
- Encouraging vehicles using clean road transport fuels and technologies that offer air quality and climate change benefits compared to conventional petrol and diesel.
- Increasing good quality cycle parking in developments to promote more cycle use.
- Incorporating measures to address rising transport costs and living costs through making travel less of an option for everyone, not just the disadvantaged.
- Locating Park and Ride sites away from the Green Belt, if possible.
- ‘Disincentives’ to be included for use of car through revising parking provisions downwards, increase in car parking charges, road charging, etc.

2.10.15 Policy DM8: Delivering Inclusive Communities

The policy can be strengthened through including statements for:
- Facilitating communication links between the different community centres to enable partnership projects/fund raising/skills and equipment/facility sharing
- Encouraging and improving more sustainable forms of transport such as walking, cycling and public transport over single car occupancy, to different community activities for all
- Including a commitment to include environmental education across the facilities
• Schools, academies, college, university and community centres/groups to all have management systems in place to reduce their carbon footprint and everyone to work together to achieve savings.

• Supporting mixed and multi-purpose uses for facilities in rural areas that maintain community vitality. These would benefit rural residents who may find it difficult to use more distant centres.

2.10.16 **Policy DM9: Safeguarding and Enhancing the Natural and the Built Environment**

The policy can be strengthened through including statements for:

• Encouraging developments that incorporate innovative, high-quality contemporary designs that are sensitive to their immediate setting for natural and built environment

• Promoting the satisfactory reuse of neglected listed buildings (e.g. Ice House)

• Promoting planting especially in urban areas to reduce air pollution. Trees remove major air pollutants including - Sulphur Dioxide, Ozone, Nitrogen Oxide and particulates that cause respiratory problems. Trees also benefit the environment in other ways a also reducing ambient noise levels.

• Green infrastructure can include green roofs/walls/borders, besides hedges and trees.

• Developments must not conflict with environmental protection, nature and geological conservation and provide appropriate mitigation, where necessary. If it cannot be mitigated, appropriate compensation to be sought.

• Statement “Protect the Borough’s biodiversity….“ can be strengthened by modifying to “Protect and enhance the Borough's biodiversity….“.

2.10.17 **DM10 – Adapting to Climate Change**

The policy can be strengthened through including statements for:

• Encouraging developments to meet the highest recognised standards of sustainable building design, management and recycling to help them achieve zero carbon status.

• Considering the risk of surface water flooding besides flood risk zones for estuary and river flooding. This may be mitigated through retrofitting of water collection systems and encouraging recycling of water from existing developments, car parks and other hard surfaces to relieve existing drains with increased severe weather events.

• Considering the effect of development on biodiversity and its capacity to adapt to likely changes in the climate.

• Selection and source of building material to consider the embodied carbon, recycled content, distance travelled, etc during construction and operational phases.

2.10.18 **Policy DM11: Strengthening Rural Communities**

The policy can be strengthened through including statements for:

• Encouraging developments that don’t support the loss of community assets.

• Providing more affordable and sustainable forms of transport
• Extend the statement “It is essential….identified settlement and improves the local economy”.
• Supporting mixed and multi-purpose uses for facilities in rural areas that maintain community vitality. These would benefit rural residents who may find it difficult to use more distant centres.
• Development to include sustainable construction, use of recycled/recyclable materials, local procurement of materials/ labour and mitigate land take with habitat enhancement/creation elsewhere
• Recognition of PPS 3 in that development does not need to replicate its surroundings - it should improve character and environmental quality.
• Having a policy for farm diversification schemes.

2.10.19 Policy DM12: Extending the Tourism Offer

The policy can be further strengthened through including statements for:
• Addressing transport needs with extended tourism. This may include improving sustainable forms of transport choice to the resort from Grimsby and surrounding areas for day trippers, reducing car use; and within Cleethorpes to encourage travel from the self contained holiday village in the south to the facilities in the north.
• Addressing the environmental impacts of extending tourism and, mitigation for any adverse effects.
• Rephase “Develop facilities… needs, comparable with their setting, …” to “Develop facilities….needs, compatible with their setting…”.
• Having policy for sustainable green tourism in rural areas that will support rural renaissance and farm diversification opportunities. For e.g., rural areas in the AONB can be encouraged for sensitive recreational uses appropriate to a countryside location.
• Regeneration of the buildings in Cleethorpes to their former Victorian splendour in the conservation area, to preserve, promote and enhance regional culture and heritage. This will attract investment and boost the local economy
• Development of Cleethorpes town centre for tourist use, in addition to the traditional seaside front culture. This will attract specialist retail, café culture, investment and improve year round attraction/employment
• Promoting and expanding Grimsby tourist attractions/events to boost the local economy and extend the vibrancy of the urban centre in the evenings to reduce crime/fear of crime
• Exploring promotion of the expanse of flat beach and calm water at the southern end of Cleethorpes, for extreme sports. This would extend the holiday season and boost the economy through hosting international events
• Developing a coordinated approach to organisation of events through development of a central group including members from all current interests, e.g. events arena, craft stalls, indoor market, farmers market, Freshney place, light railway, beachcomber etc.
• Improving accessibility - developing and promoting public pathways/cycle routes with access by public transport to starting points. This will promote healthy activity, green corridors/biodiversity management.
• Securing contributions to tourism initiatives through S106 agreements, and voluntary contributions for marketing.
• Working with developers and operators to secure local employment and business opportunities.
• Achieving small-scale improvements to sustainability, for example by recycling waste, using renewable energy, sourcing produce and materials locally and using natural resources in an efficient manner.

2.10.20 Policy DM13: Waste Management

The policy can be strengthened through including statements for:

• Working with regional partners, including businesses, the Environment Agency, the waste industry, Recycling Action Yorkshire and community groups to ensure the integration of strategies and proposals for sustainable waste management.
• Helping local businesses to reduce and recycle their waste with cost savings through more integrated management of different waste streams
• Finding ways to collect and convert different waste streams to energy for CHP (e.g. food waste from schools/hospitals)
• Ensuring that the destination of collected waste is known to the council, including markets beyond the distribution centre, for recycling or disposal
• Developments to use recycled/recyclable/reclaimed materials for construction, infrastructure and street furniture
• Utilising third sector expertise to developing social enterprise for restoration and re-use of suitable waste streams for re-sale/distribution (e.g. scrapstore, community chest, dontdumpthat website etc.)
• Increasing the number of kerbside collections
• Encouraging business use of symbiosis programmes such National Industrial Symbiosis Programme (NISP) for delivering environmental and social benefits. For e.g., waste Cordylines could be distributed for replanting following Britain in Bloom.
• Council procurement of reclaimed/re-used/recycled goods
• Increased public awareness on waste by providing more information so that the communities take more responsibility for their own waste
• Increased waste education and recycling in schools
• Waste management systems and staff training, in reducing waste and changing work practices internally.

2.10.21 Policy DM14: Minerals

The policy can be strengthened through statement for:

• Promoting facilities at ports and rail links that have good communications inland, so that bulk minerals landed by sea can be distributed from ports, as far as is practicable, by rail or water rather than by road.