

Table XX: Alternative Options and Measures to Achieve the Core Strategy Objectives and Broad Environmental Assessment of SA/SEA Objectives 7, 8 and 9

Option	Title	Option is likely to have a positive effect	Option is likely to have no effect / neutral effect	Option is likely to have a negative effect	Policy effect is uncertain at this stage (could be any of the above)
A1	Unrestrained dispersal	<p>7. Improve accessibility to key services, facilities amenities and green infrastructure including the promotion of sustainable modes of access.</p> <p>Comments: The district is characterised by fragmented and dispersed settlements, physical isolation for those without private transport or who are housebound and is 95% rural. The issue of access across the district (e.g. to local and district wide services and facilities) by residents is a significant issue, particularly as the provision of public transport is absent in many areas. This option of growth across the district, but not within major urban areas, may exacerbate the problem as some locations are inappropriate to expand because of their detachment. This may mean further reduced access to facilities as more people will be living in smaller settlements where existing village facilities may not be adequate for an increasing volume of people, and the likely increased reliance on the use of the car (and the need for additional car parking in town centres), which is not supportive of sustainable modes of transport. Conversely, there may be opportunities associated with growth in smaller settlements to ensure that local services and facilities are retained. However, the scale of this benefit is considered to be relatively low compared to that which could be achieved with other options e.g. A2.</p>	<p>8. Increase reuse and recycling rates and minimise the production of waste.</p> <p>Comments: The volume of waste generated, and how this is dealt with is reliant on development control policies and policy implementation. The increase in recycling and reuse of materials, particularly household, is largely dependent on individuals although additional measures could encourage more positive effects.</p>	<p>9. Support inclusive, safe and vibrant communities.</p> <p>Comments: This option would encourage growth across the district, most likely in small numbers within villages. This scenario has the potential to generate high house prices in those areas, social exclusion and a lack of affordable housing where it is most needed. This option may not have the capacity to improve areas that are currently unsafe or which experience antisocial behaviour due to its fragmented nature (which is already a problem and as a result lacks access to green infrastructure or facilities for young people to amuse themselves). Although this option may not be the most sustainable alternative, improvements may be possible as all new development, has the potential, during the planning stages, to influence design that will contribute positively to sustainable communities. This can be done by incorporating green infrastructure assets and good access to services / facilities etc into plans. During the design phase of new towns and buildings, principles that make routes, streets and public spaces safe and welcoming can be included. These include promoting building fronts that look over routes and streets so as to create natural surveillance, designing windows and doors that face onto streets, and ensuring well lit routes.</p>	
A2	Strong urban focus – rural restraint	<p>Comments: Town centres are a focus of a range of activities such as employment, shopping, culture and leisure activities and an urban focus for new development would generate a wide range of community facilities, better public transport allowing better access to these facilities and more business and employment opportunities. Housing and improved local services and facilities in larger villages would have a positive impact on smaller villages surrounding it as they would be able to utilise these facilities to their benefit. In addition, increased volumes of traffic may encourage use of public transport although the improvement and how sustainable it may be cannot be detailed at this stage and is uncertain.</p>	<p>Comments: The volume of waste generated, and how this is dealt with is reliant on development control policies and policy implementation. The increase in recycling and reuse of materials, particularly household, is largely dependent on individuals although additional measures could encourage more positive effects.</p>	<p>Comments: An urban focus on Louth, Skegness, Horncastle, Mablethorpe, Alford, Spilsby and Coningsby/Tattershall would allow affordable housing to be provided in these towns. This may be beneficial as the lack of affordable housing and 'appropriate' housing (e.g. a lack of mixed use housing) has characterised the district and made it difficult for first time-buyers to purchase property resulting in young adults moving away from their natal towns and villages and in many cases away from the district. (This in turn has a negative impact on economy and may lead, in some cases, to deprivation and increased crime in some areas). Although East Lindsey does not suffer from large scale social deprivation, there are localised 'pockets' where this issue is key and impacts on the quality of life for many residents. The Skegness and Mablethorpe areas have been identified as the most deprived areas within the district and development in these areas which includes increased business development and subsequent economies of scale which is necessary to generate more inclusive, safe and vibrant communities. This option will lead to increased new housing, which should be well designed. Poor quality housing and inappropriate design (currently an issue in parts of East Lindsey) can lead to a loss of social cohesion, community engagement, increased crime and safety fears and loss of character/local distinctiveness. Thus during the design phase of this option, principles that make routes, streets and public spaces safe and welcoming can be incorporated, including promoting building fronts that look over routes and streets so as to create natural surveillance, designing windows and doors that face onto streets, and ensuring well lit routes.</p>	
A3	Louth and Skegness-led hierarchy	<p>Comments: Very similar to A2 but with increased planned development focused in Louth and Skegness. Extensions to these town centres could be characterised by increased potential for more public transport provision which would allow people access to current and a wide range of new facilities related to the new development. Increased volumes of traffic may encourage use of public transport although the improvement and sustainability of these modes is not currently known.</p>	<p>Comments: The volume of waste generated, and how this is dealt with is reliant on development control policies and policy implementation. The increase in recycling and reuse of materials, particularly household, is largely dependent on individuals although additional measures could encourage more positive effects. It may be easier to implement the additional measures in an option such as this one rather than A1 (which is unrestricted and more rural).</p>	<p>Comments: The Skegness area has been identified as one of the most deprived areas within the district and crime within the district is most notably concentrated around the Skegness and Louth wards. Development in the Skegness and Louth areas into a distinctive centre characterised by major new development would most likely have a positive effect on all aspects of communities. The increased business development and job creation that the option is likely to bring to the areas will contribute to inclusive, safe and vibrant communities due to the subsequent economic growth. Currently household incomes within East Lindsey are relatively low and unemployment rates are slightly higher than the national average. The option may counteract the current tendency for greater dependency on benefits, a scenario that most likely affects localised areas of social deprivation. The fragmented nature of settlements can also result in residents spending a higher proportion of their income on accessing services and facilities whether by private or public modes of transport. The housing allocation in these areas will mean additional affordable housing which previously has been lacking resulting in young adults moving away from towns and villages and in many cases away from the district. (This in turn has a negative impact on economy and may lead, in some cases, to deprivation and increased crime in some areas).</p>	

WORKING DRAFT VERSION A

Option	Title	7. Improve accessibility to key services, facilities amenities and green infrastructure including the promotion of sustainable modes of access.	8. Increase reuse and recycling rates and minimise the production of waste.	9. Support inclusive, safe and vibrant communities.
A4	Four town-led hierarchy	<p>Comments: Similar to the previous options but with increased planned development focused in 4 major towns. As the decline and lack of accessibility to support services for all residents (e.g. petrol filling stations/post offices/garages/shops/doorstep deliveries etc) is currently a major issue within the district, this option may improve the development of services. Extensions to these town centres would allow people access to current provision, and a wide range of new facilities. The increased new housing and business development in the more sustainable villages would need sufficient services and facilities that would in turn support surrounding smaller villages. Increased volumes of traffic may encourage use of public transport although the improvement and sustainability of these modes is not currently known.</p>	<p>Comments: The volume of waste generated, and how this is dealt with is reliant on development control policies and policy implementation. The increase in recycling and reuse of materials, particularly household, is largely dependent on individuals although additional measures could encourage more positive effects.</p>	<p>Comments: Improvements to towns which are some of the most deprived areas within the district would most likely have a positive effect on the communities within those towns. The new housing and increased business development and associated job creation that the option is likely to bring to the areas will contribute to inclusive, safe and vibrant communities due to the associated economic growth. Currently household incomes within East Lindsey are relatively low and unemployment rates are slightly higher than the national average. The option may counteract the current tendency for greater dependency on benefits, a scenario that most likely affects localised areas of social deprivation. The fragmented nature of settlements can also result in residents spending a higher proportion of their income on accessing services and facilities whether by private or public modes of transport. The housing allocation in these areas will mean additional affordable housing which previously has been lacking resulting in young adults moving away from towns and villages and in many cases away from the district. (This in turn has a negative impact on economy and may lead, in some cases, to deprivation and increased crime in some areas). The increase in business development may also reduce the high outward migration of young adults who have been seeking opportunities for higher/skilled employment and/or education/training outside the district.</p>
A5	Settlement hierarchy with coastal regeneration	<p>Comments: Access to facilities, including quality green infrastructure, is a key issue facing the district and is directly linked to quality of life. The provision of public transport is absent in many areas, and where it does exist, simply does not work for many people. This is due to lack of service provision, accessibility, and a perception of unreliability. Many therefore rely on private access (e.g. cars). For those without private transport, poor access can be considered closely linked to issues such as health, physical isolation, recreation, quality of life, employment opportunities etc. This issue is particularly important for those living away from towns in more rural settlements (e.g. only 38 settlements of more than 200 in East Lindsey have direct bus access to a hospital). Public transport is also poorly utilised to travel to work within the district (e.g. less than 3% of commuters utilise public transport and this is most likely to be in urban areas). The problems associated with access are made worse by the continued reduction in local services. Improvements to town centres such as Mablethorpe and Skegness on the coastal strip, have the potential to improve conditions for access. Increased volumes of traffic may encourage use of public transport although the improvement and how sustainable it may be cannot be detailed.</p>	<p>Comments: The volume of waste generated, and how this is dealt with is reliant on development control policies and policy implementation. The increase in recycling and reuse of materials, particularly household, is largely dependent on individuals although additional measures could encourage more positive effects.</p>	<p>Comments: There is a recognised seasonal pattern to crime rates in some areas within the district with peaks occurring between the months of June and August inclusively i.e. the holiday season. This can result in coastal resorts and town centres being viewed as intimidating, particularly during the 'high' season (April to September). Vandalism and anti-social behaviour are key issues within the district and may be associated with a low police presence in some areas. Regeneration to coastal towns (particularly Skegness and Mablethorpe) which experience the above mentioned problems, and problems of deprivation, would most likely have a positive effect on the communities within the coastal strip. The new housing and increased business development and associated job creation that the option is likely to bring to the areas will contribute to inclusive, safe and vibrant communities due to the associated economic growth. Currently household incomes within East Lindsey are relatively low and unemployment rates are slightly higher than the national average. The option may counteract the current tendency for greater dependency on benefits, a scenario that most likely affects localised areas of social deprivation. The fragmented nature of settlements can also result in residents spending a higher proportion of their income on accessing services and facilities whether by private or public modes of transport. The housing allocation in these areas will mean additional affordable housing which previously has been lacking resulting in young adults moving away from towns and villages and in many cases away from the district. (This in turn has a negative impact on economy and may lead, in some cases, to deprivation and increased crime in some areas). The increase in business development may also reduce the high outward migration of young adults who have been seeking opportunities for higher/skilled employment and/or education/training outside the district.</p>
A6	New sub-regional growth points	<p>Comments: Increased planned development focused in new sub regions would result in extensions that would allow people access to current, and a wide range of new facilities. Increased volumes of traffic may encourage use of public transport although the improvement and sustainability of these modes is not currently known.</p>	<p>Comments: The volume of waste generated, and how this is dealt with is reliant on development control policies and policy implementation. The increase in recycling and reuse of materials, particularly household, is largely dependent on individuals although additional measures could encourage more positive effects.</p>	<p>Comments: This option selects three settlements that already have a central shopping / business area and the capacity for growth. Regeneration in these areas which experience that same problems as those discussed in the options above, such as levels of deprivation, would most likely have a positive effect on the communities within this area. The new housing, increased leisure and retail options and increased business development and associated job creation that the option is likely to bring to the areas will contribute to inclusive, safe and vibrant communities due to the associated economic growth. This may also have a benefit for surrounding and associated settlements which are located on the Districts strategic road network, as they will benefit from commuting into the regenerated area. Currently household incomes within East Lindsey are relatively low and unemployment rates are slightly higher than the national average. The option may counteract the current tendency for greater dependency on benefits, a scenario that most likely affects localised areas of social deprivation. The fragmented nature of settlements can also result in residents spending a higher proportion of their income on accessing services and facilities whether by private or public modes of transport. The housing allocation in these areas will mean additional affordable housing which previously has been lacking resulting in young adults moving away from towns and villages and in many cases away from the district. (This in turn has a negative impact on economy and may lead, in some cases, to deprivation and increased crime in some areas). The increase in business development may also reduce the high outward migration of young adults who have been seeking opportunities for higher/skilled employment and/or education/training outside the district.</p>

WORKING DRAFT VERSION A

Option	Title	7. Improve accessibility to key services, facilities amenities and green infrastructure including the promotion of sustainable modes of access.	8. Increase reuse and recycling rates and minimise the production of waste.	9. Support inclusive, safe and vibrant communities.
A7	New Town	Comments: Although this option would not combat the issue of access across the district, the current issues such as the lack of public transport and public service in many areas could be tackled. The development of a new town would allow the positioning and planning of facilities, services and green infrastructure in the best possible locations for accessibility for all as it would include re-prioritising the provision of infrastructure, including roads. There is also the potential for new economies of scale to generate more specialised community services / facilities. This is, however, a radical option and the effects and implications of such extreme development in one location cannot be detailed at this stage.	Comments: The volume of waste generated, and how this is dealt with is reliant on development control policies and policy implementation. The increase in recycling and reuse of materials, particularly household, is largely dependent on individuals although additional measures could encourage more positive effects.	Comments: The effects and implication of a new town on communities cannot, at this stage, be assessed. Whilst the focus of the development would be in one specific area, with much of the rest of the district subject to limited development, the effects are largely unknown.
B1	Urban extensions	Comments: This option reflects details already outlined in most A list options. The effects of urban extensions, and new growth areas documented previously are considered relevant here. For any urban extension, possible improvements to accessibility of key services, facilities, amenities and green infrastructure could be incorporated into design in attempt to reduce the current issue of lack of access experienced by the District.	Comments: Waste generated as part of urban extensions is dependant on the policy implementation. Urban extensions are likely to increase household waste because of the increase in number of households in a given area, but with additional measures in place, household waste could be reduced and waste recovery and recycling increased.	Comments: This option reflects details already outlined in most A list options. The effects of urban extensions and new growth areas documented previously are considered relevant here. For any urban extension, the idea of inclusive, safe and vibrant communities should be properly considered, particularly in the light of the current issues impacting on the district (discussed above).
B2	Dispersed sites within a settlement boundary	Comments: Dispersing smaller sites within existing parts of the town is unlikely to improve access to local services, facilities, places of employment and green infrastructure and these services will already be in place. Unless sustainable modes of transport are in operation, this option will not generate economies of scale necessary to attract neighbourhood services and community facilities.	Comments: Option is not likely to have an effect.	Comments: The effects of this option are uncertain and require further investigation.
B3	Criteria-led development	Comments: The effects of this option require further investigation.	Comments: Option is not likely to have an effect.	Comments: The effects of this option require further investigation.
C1	By allocating land specifically for affordable housing	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: The provision of affordable housing has previously been lacking, resulting in young adults moving away from towns and villages and in many cases the district as they cannot afford to buy. This often results in a negative impact on the economy and may lead, in some cases, to deprivation and increased crime in some areas. The allocation of land specifically for affordable housing thus has potential to positively contribute to inclusive, vibrant, cohesive and diverse communities.
C2	By requiring a percentage of general housing developments to be for affordable housing	Comments: Very similar to Option C1. The key difference is that affordable housing would be allocated as a percentage of housing developments.	Comments: Option is not likely to have an effect.	Comments: Very similar to Option C1. The key difference is that affordable housing would be allocated as a percentage of housing developments.
C3	By allowing "exceptions" sites to be developed for affordable housing where general market housing would not normally be permitted	Comments: This option is not likely to improve accessibility to key services, facilities amenities and green infrastructure. If anything, this option may have a negative impact if the affordable housing is situated in a remote location where public transport and essential services are lacking, resulting in high living costs and those living in the affordable housing are on a low income.	Comments: Option is not likely to have an effect.	Comments: The effects of this option require further investigation.
C4	By direct provision by a Housing Association (or Registered Social Landlord)	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: The effects of this option require further investigation
C5	By the re-use of vacant properties	Comments: Option is not likely to have an effect as the services and available transport modes will already be in place.	Comments: Option is not likely to have an effect	Comments: The effects of this option require further investigation
D1	Define town centre roles	Comments: This option would create a clear direction for the role of town centres and would thus help to ensure that appropriate facilities and services are developed in the most appropriate locations.	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect
D2	Free-market town centres	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect
E1	Protecting town centre vitality and viability by restricting out of town centre retail development	Comments: By restricting retail development in town centres, access to shopping facilities (which are also places of employment for many) will be more difficult and may not be possible for many. The existing problem of inadequate public transport and support services across the district (and physical isolation of those in rural areas without access to private or public transport) may make it even more difficult for people to access this retail development if it is not located close to the town centre.	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect
E2	Permitting out of town centre retail development in a strategic location	Comments: Permitting retail development in strategic locations, may allow access to shopping facilities (and also places of employment for many) that they would not have access to previously. However the existing problem of inadequate public transport and support services across the district may make it more difficult for people to access this retail development if it is not located close to the town centre or if public transport is not provided for to the location.	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect

WORKING DRAFT VERSION A

Option	Title	7. Improve accessibility to key services, facilities amenities and green infrastructure including the promotion of sustainable modes of access.	8. Increase reuse and recycling rates and minimise the production of waste.	9. Support inclusive, safe and vibrant communities.
F1	Giving community safety the highest priority	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: This option is likely to have a very positive impact on creating inclusive, safe and vibrant communities. People want to live, and are happy, where they feel safe. As the main issues in the District are anti-social behaviour, petty crime (such as theft, handling stolen goods) and vandalism, giving community safety the highest priority will be very positive.
F2	Designing out crime	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: This option is likely to have a very positive impact on creating inclusive, safe and vibrant communities. People want to live, and are happy, where they feel safe. As the main issues in the District are anti-social behaviour, petty crime (such as theft, handling stolen goods) and vandalism, designing new developments to reduce opportunities for anti-social behaviour, environmental crimes, burglaries and street crime will benefit communities.
G1	Reinforcement of land allocated for employment	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.
G2	Coastal Regeneration	Comments: Land allocated for employment purposes concentrated within Skegness and Mablethorpe is considered to be integral to options A3 to A5 and therefore effects of this option on accessibility to key services are as documented above.	Comments: Option is not likely to have an effect.	Comments: Land allocated for employment purposes concentrated within Skegness and Mablethorpe is considered to be integral to options A3 to A5 and therefore effects of this option on communities are as documented above.
G3	Prestige Employment Locations	Comments: This option is unlikely to have any effect on accessibility to services and facilities, however, it is designed to improve the economy and associated access to jobs.	Comments: Option is not likely to have an effect.	Comments: By improving the economy, reducing unemployment, increasing household incomes and reducing reliance on benefits, which are currently issues for the District (see descriptions under option A), this option is likely to have a positive influence in supporting inclusive, safe and vibrant communities.
G4	Diversification	Comments: This option is unlikely to have any effect on accessibility to services and facilities, however, it is designed to improve the economy and associated access to jobs.	Comments: Option is not likely to have an effect.	Comments: By improving the economy, reducing unemployment, increasing household incomes and reducing reliance on benefits, which are currently issues for the District (see descriptions under option A), this option is likely to have a positive influence in supporting inclusive, safe and vibrant communities.
G5	Working from home	Comments: This option is unlikely to have any effect on accessibility to services and facilities, however, it is designed to improve access to jobs. In addition, promoting working from home, may free up the transport network with less people relying on the services, and this option also reduces the reliance on cars.	Comments: Option is not likely to have an effect.	Comments: By improving the economy, reducing unemployment, increasing household incomes and reducing reliance on benefits, which are currently issues for the District (see descriptions under option A), this option is likely to have a positive influence in supporting inclusive, safe and vibrant communities.
H1	Develop a spatial tourism theme strategy	Comments: This is uncertain at this stage as tourism will strengthen the economy and provide jobs which in turn could result in investment in access strategies, however an increased number of tourists could negatively impact in current accessibility to key services/facilities.	Comments: Option is not likely to have an effect.	Comments: Increased tourism could be associated with an increase in low level crime rates (see option A5) as previously crime rates have increased during the 'high' or holiday season. On the other hand, as above, an increase in tourism would result in an increase in jobs. By increasing household incomes and reducing reliance on benefits, which are currently issues for the District (see descriptions under option A), this option is likely to have a positive influence in supporting inclusive, safe and vibrant communities.
H2	Develop a tourism activity strategy	Comments: This is uncertain at this stage as tourism will strengthen the economy and provide jobs which in turn could result in investment in access strategies, however an increased number of tourists could negatively impact in current accessibility to key services/facilities.	Comments: Option is not likely to have an effect.	Comments: Increased tourism could be associated with an increase in low level crime rates (see option A5) as previously crime rates have increased during the 'high' or holiday season. On the other hand, as above, an increase in tourism would result in an increase in jobs. By increasing household incomes and reducing reliance on benefits, which are currently issues for the District (see descriptions under option A), this option is likely to have a positive influence in supporting inclusive, safe and vibrant communities.
J1	Reducing the need to travel to access services	Comments: This option meets all requirements of this objective	Comments: Option is not likely to have an effect.	Comments: This option will promote healthier lifestyles as people will be exercising more and there should be a reduction in pollution due to the reduced usage of cars.
J2	Catering for the essential use of the car	Comments: This option conflicts with the objective as the essential use of the car does not contribute to sustainable modes of transport. The impact could be lessened by the use of park and ride facilities whereby people from more rural areas are able to park on the edge of a town and utilise more sustainable transport modes into town in order to access facilities etc.	Comments: Option is not likely to have an effect.	Comments: Although the effects of this option are uncertain at this stage, the use of a car would mean that key services and facilities such as green infrastructure are accessible and people can drive to them. Conversely, driving as a form of transport is not sustainable and does not contribute to sustainable communities.
J3	Developing cluster services	Comments: The development of cluster services would have a positive impact on this objective as it allows accessibility to key community services for as many people as possible. It also promotes sustainable modes of access by avoiding longer car trips.	Comments: Option is not likely to have an effect.	Comments: Improvements in lifestyle by reduction in the need to travel to key local services and facilities may result from this option. Thus it is likely to have positive impacts in supporting inclusive, safe and vibrant communities.
K1	Identifying a specific site or sites for Traveller and Gypsy accommodation	Comments: The identification of a site will allow the site to be included in future transport and infrastructure plans. This in turn will provide accessibility to key services and facilities for the site users.	Comments: Option is not likely to have an effect.	Comments: The identification of a specific site for Traveller and Gypsy accommodation will promote safer, more diverse and cohesive communities by allowing resource planners to accommodate the site in future safety and security plans.
K2	Identifying an area of search for	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect..	Comments: Option is not likely to have an effect.

WORKING DRAFT VERSION A

Option	Title	7. Improve accessibility to key services, facilities amenities and green infrastructure including the promotion of sustainable modes of access.	8. Increase reuse and recycling rates and minimise the production of waste.	9. Support inclusive, safe and vibrant communities.
	Traveller and Gypsy accommodation			
K3	Applying a criteria-based policy	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.
L1	District-wide Landscape Strategy	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: This option is likely to have a positive impact on communities as it will assist planners in providing sustainable communities and protecting green infrastructure assets.
L2	Promoting market town themes	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: Promoting market town themes has the potential to create more diverse communities across the district.
L3	Balancing Landscapes Promotion and Protection	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: This option provides for promotion of the local economy and thereby reducing unemployment, increasing household incomes and reducing reliance on benefits. This option also promotes the protection of green resources and sustainable development in the district. The combination of these two themes is likely to have a positive influence.
M1	Protect and conserve the District's existing biodiversity	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: Protection of biodiversity indirectly promotes the maintenance and enhancement of green infrastructure assets across the district. The availability of these facilities to people contributes to the promotion of vibrant communities.
M2	Protect, enhance, expand and promote the District's biodiversity	Comments: Option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: Protection of biodiversity indirectly promotes the maintenance and enhancement of green infrastructure assets across the district. The availability of these facilities to people and the possibility of job creation through the development of visitor attractions to specific sites contributes to the promotion of vibrant and inclusive communities.
N1	Phased re-location of communities from areas of greatest flood risk	Comments: The effects of this option are likely to be positive due to the ability to plan the proposed new communities to properly allow for sustainable transport and accessibility to key services.	Comments: Option is not likely to have an effect.	Comments: This option is likely to have a positive effect on creating sustainable communities. This is due to the potential to plan the proposed new towns to set criteria which should include the requirement for green infrastructure and distribution of key services.
N2	Improved sea defences to permit coastal regeneration	Comments: This option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: Redevelopment and reinvestment in the local communities would develop more vibrant communities by promoting the local economy and creating wealth. The upgrading of the sea defences will allow people to feel safer and more secure in their communities.
N3	Restrict development in areas at risk from fluvial or flash flooding	Comments: This option is not likely to have an effect.	Comments: Option is not likely to have an effect.	Comments: The effects of this policy require further investigation, as they will either be neutral or possibly positive by providing the community with a greater sense of safety from flood risk.
P1	Reducing carbon energy use	Comments: This option would have a positive effect due to the promotion of sustainable transport methods and the development of accessibility plans.	Comments: This option would have a positive effect if additional measures such as promoting energy saving initiatives, waste recycling, recycling and home installation were put into place.	Comments: This option is likely to have a positive effect as it will promote the development of communities that are more environmentally friendly and thereby sustainable.
P2	Promoting and developing sustainable renewable energy sources	Comments: This option is not likely to have an effect	Comments: Currently policy is aimed at reducing the amount of household and commercial waste, however there are methods, as suggested, that may be used in the future to increase waste recovery and reduce waste generation. Many forms of waste are disposed of in landfill sites in which the organic material decomposes creating methane-rich gas which is collected and used to drive turbines in power stations or burnt off and distributed as heat.	Comments: This option has the potential to impact positively on the development of sustainable communities by promoting environmental awareness and reducing the environmental impact of the communities on the surrounding landscapes.
P3	Restricting sustainable renewable energy development	Comments: This option is not likely to have an effect	Comments: This may have a negative impact as the message sent to the public would be to completely disregard the promotion of renewable energy development and the associated effects of waste minimisation, recycling and reuse.	Comments: This option requires further investigation. It has the potential to have a negative impact in the form of reducing the environmental sustainability of the local communities by relying on imported non-renewable power. It also has the potential to be a positive impact in the form of promoting the community's green infrastructure over and above other policies.
P4	Promoting the development of a nuclear power station	Comments: This option is not likely to have an effect	Comments: The effects of this policy require substantial further investigation	Comments: Based on the current public opinion of nuclear energy and the public concern over potential accidents, this option is likely to have a negative impact on the community's impression of their safety and security.
Q1	Planning Obligations applied consistently across the county	Comments: Option is not likely to have an effect	Comments: Option is not likely to have an effect	Comments: Option is not likely to have an effect
Q2	Planning Obligations to meet the needs of East Lindsey	Comments: Option is not likely to have an effect	Comments: Option is not likely to have an effect	Comments: Option is not likely to have an effect