

The South East Lincolnshire Local Plan

Your vision for the Local Plan area in 2031 - Synopsis of responses

1.0 Introduction

- 1.1 Invitations to participate in the visioning exercise were widespread including; everyone on the database we would contact in respect of statutory consultation stages (that is according to our Statement of Community Involvement), and anyone accessing the South East Lincolnshire Local Plan web-site. We have also been actively promoting awareness and use of the web-site through press notices, links and publicity provided on Council web- sites. Posters have also been widely distributed to encourage “log ons”.
- 1.2 Whilst, high numbers of participants are always gratifying and a good indication of the level of interest created, the visioning exercise was as much about tapping into a good cross section of our plan community and generating a variety of viewpoints. Gaining consensus and understanding is important in such exercises but an incisive observation made by one lone voice can be equally valuable.
- 1.3 It was a deliberate decision not to load the pre-amble to the visioning exercise with facts and figures and statutory requirements so as not to confuse participants or give the impression that we had a set agenda. It was necessary, however, to set, through the questions, a context so that views would be encouraged that were relevant to spatial planning and community needs.
- 1.4 It is clear, from the responses, that the exercise did encourage a wide cross section of the community to participate. The responses represent over 60 submissions from individuals, councillors, parish councils, developers and organisations. As can be seen, from the responses, a broad geographical sweep of South East Lincolnshire has been covered with 21 settlements represented.

2.0 Summary of responses

- 2.1 The responses are summarized below.

Questions	Comments received
<p>1 The settlement in which you live (please specify): Should it accommodate more development over the next 20 years? If so, what types and scale of development would be appropriate?</p>	<p>Boston: Encourage industrial and agricultural sectors and match with demand for housing. Potential for living above the shop; good use of space, reduces need to travel and brings more activity to town centre. Growth must be in proportion to capacity of infrastructure; already at critical levels. Use of redundant sites and infilling between scattered development; making provision for off street parking Commercial, light industrial and residential; according to market demand Sustainable facilities on the east side of the river. Good roads, more doctors, better hospital, more drinking water. Homes if they are affordable to rent or buy with assistance. Stop in-migration. A focus for development, housing, employment, community facilities, retail, education. Significant development in the context of other settlements. New shopping areas; to the west (by the railway line), to the north by Norfolk St., east by the Maud Foster and south, John Adams Way/Liquorpond St. Spalding: Main growth point for South Holland; residential provision across all sectors need to be well integrated; good mixture rather than “ghettoes” of housing types. Older age groups need provision that meets their needs (similar generations in close proximity). Developments that engender social wellbeing as opposed to negative relationships. Only development to meet natural growth demands. Infrastructure is at capacity and the Spalding bypass is hijacked by slow moving HGV’s. Future growth should be in new settlements with all infrastructure capacity planned properly. South west of the town; affordable housing and good bus and cycling links to town centre. The area should become the national hub for growing, processing, packaging and distribution of fresh foods; establish enterprise zones to concentrate activities rather than have them develop haphazardly. No retail activities in such areas. Good transport links to reduce the impact of HGV. Lorry park provision and other supporting businesses, e.g. refrigeration and packaging material production. River through Spalding has great potential for leisure use/tourism. Retail provision to be encouraged in Spalding to stop the leak of trade to other centres</p>

		<p>Spalding needs to create its own identity as a major centre for food and make full use of the river.</p> <p>Holbeach: Broad mix of housing, mix of shops and restaurants, employment needs to be met</p> <p>Algarkirk: no more development but improved sewage disposal and fast internet Small development of new houses would be beneficial.</p> <p>Crowland: About 350 houses wanted over next 20 years from starter to exec. type and not concentration of one type. Supporting commercial including light industrial, office/professional and leisure.</p> <p>Donington: Small developments appropriate to the facilities in the village.</p> <p>Bicker: Some growth to sustain existing facilities; shop, village hall, pub, churches, sports organisations, garden club WI etc. Small industrial units could be provided on redundant food packing site.</p> <p>Freiston: Small selective infill plots over the period Yes small scale increase in light and agriculture related industry.</p> <p>Fishtoft: Better infrastructure and roads, agri-industry, limited housing. Yes young people need affordable homes locally</p> <p>Old Leake: Development potential limited. Community facilities for wider range of community (not just locals). Feeling that development is at capacity in terms of infrastructure and amenities</p> <p>Old Leake/Wrangle: Local job creation to keep people in the area – skilled farming, agri-industry, light industry and tourism. More access to shoreline, car parking and walks. A52; shops and restaurants, bicycle rental and storage. Better public transport in evenings and weekend. Extended service at the Old Leake Medical Centre. Larger housing developments at Old Leake and infilling at Wrangle.</p> <p>Gedney: Development sooner rather than later; Topsgate, Pinstock Lane, Church End, Churchgate and Stonegate.</p> <p>Deeping St. Nicholas: No, land surrounding the village is valuable farmland.</p> <p>Holland Fen: Mixed development required</p> <p>Kirton: Small scale development over a number of years to lessen impact upon services; rural in nature, not town houses.</p> <p>Quadring: Some new development has occurred over the years, supporting facilities include a shop, post office pub and takeaway.</p>
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2	<p>Is there a need for new housing, such as market, social-rented or elderly persons' in your settlement?</p>	<p>Boston: need should be driven by jobs and to meet retirement needs.</p> <p>There is a need.</p> <p>Does not seem to be a supply issue; expected population growth, especially if immigrants, may cause a shortage of suitable dwellings.</p> <p>Yes; conversion of redundant secondary shopping areas to housing</p> <p>There is a need.</p> <p>Social housing in control of public agencies rather than private landlords.</p> <p>Market housing is generally lower end family housing; need for high quality apartment provision for over 55 age group available on the open market. McCarthy and Stone should be encouraged in Boston.</p> <p>No</p> <p>Housing across all sectors in response to increase in the town's population.</p> <p>Low cost and rental social housing using Greenfield also infilling between the Endeavour roundabout and Kirton roundabout on the Spalding Road.</p> <p>Boston Borough: Boston should retain its status being the main urban area for some 30 miles. Houses, employment and services should be retained and expended appropriately. Single</p>

persons and socially rented accommodation is needed and a decreasing reliance upon unscrupulous landlords. Village housing provision needs greater availability and affordability for younger people working nearby. Perceived to be an excess of elderly persons accommodation in outlying villages. People chose Boston as a place to live and this should be where their needs are met, not in neighbouring Districts.

Spalding: across the housing needs spectrum; older peoples accommodation should be close to facilities (minimising reliance on the private car) and not with “boisterous” neighbouring development.

New housing but only on a small scale.

South west of the town; affordable housing.

If rail links to Peterborough improve (evening and Sunday services) there will be more housing demanded by London commuters.

Holbeach: To meet local needs and attract a diverse range of people

Crowland: Demand exists for all types; single occupancy housing for both young and old.

Donington: No need in the village.

Algarkirk: No

Yes and also tree planting

Bennington : Smaller, lower priced starter homes

Bicker: Don't know – but not “no growth.”

Freiston: No

Existing above average provision of social rented housing. More sheltered housing for the elderly. No plots left, infilling is needed.

Fishtoft: Limited scope for market housing.

Yes

Old Leake: Need for social housing and old peoples bungalows and homes, particularly in response to ageing population.

Housing for the elderly is scarce

Wrangle: Social housing has caused anti-social behaviour – more policing needed. Nursing and older peoples accommodation is needed. Improvements to pavements to allow easier use by mobility scooters.

Gedney: New housing needed

		<p>Deeping St. Nicholas: No, mix within the community is good.</p> <p>Holland Fen: A small amount</p> <p>Kirton: Meet the affordable housing needs of younger people; rent to buy and social landlord provided housing</p> <p>Quadring: Don't know</p> <p>Wyberton: Yes to new housing as long as infrastructure, community centre, shops playing fields and schools are also provided.</p> <p>Swineshead: Limited across all types; don't turn Swineshead into a commuter village.</p> <p>Saracen's Head: Yes mixed sizes</p> <p>Sutton St James: Low cost housing priority given to local need</p> <p>No settlement specified: Need for social housing but in sustainable communities. Growth (S. Holland) in areas other than 5/6 main towns (Donington is the 6th town). Crowland and Deeping St Nicholas will probably need to accommodate growth demanded by Peterborough area (need to plan for this rather than react through windfall demand)</p> <p>Roads and housing should be considered and need for better hotels</p> <p>Larger towns and villages that have facilities but there is a real need to address flood risk both from its potential impact and the problem of getting insurance. Also avoid over concentration/development of social housing (keep social services costs in check). No flat development unless professionally managed (consequences are litter and rubbish in the streets). No demand for flats identified for South Holland by Peterborough sub regional housing assessment; houses and bungalows required.</p> <p>In South Holland's smaller settlements if infrastructure can support it or can be expanded.</p> <p>Need for good quality, more environmentally friendly family housing</p>
3	<p>Across South-East Lincolnshire as a whole, where should the majority of housing be located?</p>	<p>Boston, Spalding, Holbeach, Long Sutton and larger sustainable settlements. Not communities where services are scarce and additional development would detract from the character and appearance.</p> <p>Need to ensure that Boston and Spalding retain their place as providing two viable and thriving communities (not one causing the other to decline). It is perceived that Spalding has become stronger at the expense of Boston.</p> <p>Boston should expand to the south west to take advantage of facilities and road links to the east Midlands and avoiding traffic in the town centre.</p> <p>Spread evenly</p>

		<p>Town and villages and although ribbon development is seen as detrimental the need for self sustainable small holdings is not being met.</p> <p>Towns and larger villages to meet employment generated need</p> <p>Outside Lincolnshire</p> <p>Flood risk and transport access to employment opportunities are strong determinants. Rural character means that use of the private car is an inevitability.</p> <p>The best transport routes should be a key locational consideration.</p> <p>Service provisions are also key; avoid isolated development of scale that lack appropriate facilities and employment opportunities.</p> <p>Affordable housing should be genuinely to meet local needs and that includes any market housing that supports it.</p> <p>Plan development to minimise traffic flows through relatively peaceful locations</p> <p>Good understanding of population growth and their needs is very important.</p> <p>Relationship of housing growth to car trip generation a key consideration.</p> <p>Near shops and workplaces using brownfield sites</p> <p>New planned settlements rather than existing over built settlements.</p> <p>Spalding would be a good location along transport corridors; 505 bus route – not inaccessible places.</p> <p>More development in villages – too much emphasis on larger towns</p> <p>Where it best serves needs</p> <p>Where best access to work opportunities exist</p> <p>Larger towns and villages that have facilities but there is a real need to address flood risk both from its potential impact and the problem of getting insurance. Also avoid over concentration/development of social housing (keep social services costs in check).</p> <p>In existing towns and villages ensuring the support of at least one convenience store.</p> <p>In existing settlements only and in numbers relevant to those settlements.</p> <p>In and around existing urban area.</p> <p>South west quadrant for Boston</p> <p>None required</p> <p>Urban areas and villages with enough local amenities</p> <p>Spalding, due to its superior roads and rail links to major cities</p> <p>Growing immigrant population requires response in terms of housing, schools, hospitals. Impact</p>
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		<p>on traffic a major problem.</p> <p>In and around largest towns (Boston & Spalding) not in countryside.</p> <p>In the main towns.</p> <p>More access for housing associations to market housing and so reduce need to build in rural areas.</p> <p>Main towns and through infilling in surrounding villages so as to preserve character and minimise the loss of Greenfield sites.</p> <p>In and around major towns</p> <p>Within established towns providing infrastructure is increased in proportion</p> <p>Need to ensure proposed sites are checked with regard to causing harm to heritage assets.</p> <p>In the main settlements and places where infrastructure is provided. Infill development should take place before Greenfield.</p> <p>In or on the edge of urban areas</p> <p>Due account should be taken of flood risk and national policy in strategic assessment and of the Coastal Study Principles. Decisions should also be informed by an appropriate Water Cycle Study.</p> <p>Mainly Boston and Spalding but also in smaller places that can sustain growth (e.g. Gedney and Saracen's Head)</p> <p>Boston and Spalding where employment opportunities are concentrated. No development unless accompanied by shopping facilities, access to GP's etc.</p> <p>Close to towns in sustainable settlements with healthcare, travel and other facilities.</p> <p>Main settlements (Boston) but also villages (mainly infill) but also extensions where infrastructure allows and farmland is not the premium asset.</p> <p>Majority will be in Boston and Spalding but also villages where sustainable. Need for Affordable supported by market housing.</p> <p>Located in relation to main towns and services and where road network is best.</p> <p>Near larger towns for ease of access to services</p> <p>Between Deeping St. Nicholas and Market Deeping</p> <p>Boston is ideally situated. Need to compete with shopping areas of Lincoln and Peterborough to reduce income going out of SE Lincs.</p> <p>Near to Boston with its shopping offer and proposed transport links.</p> <p>South west Boston – The Quadrant; capacity to meet future housing needs together with</p>
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		<p>employment, retail and leisure. Provision of a phased bypass and marina and compatible with tourism growth and use of the waterways. Also Tytton Lane providing football stadium for relocation of Boston Utd., retail, health care and hotel accommodation. River taxis, community centre, and easy accessibility to everyday services.</p> <p>Close to transportation (road/rail) facilities to keep people mobile, or provide access arrangements.</p>
4	<p>Do you find the provision of local services and facilities, such as shops, education, health and leisure, adequate in your locality? What changes might be beneficial by 2031?</p>	<p>Boston: Needs an all purpose theatre plus smaller halls on edge of town. Adequate for the current population but need to be extended for any growth. Shopping offer is poor (lower end retailers) so local residents go elsewhere for choice and quality. Education and health needs have not met growth in population; more schools and doctors and hospital expansion Local facilities etc. adequate. Potential for more extensive green space to attract future Bostonians from elsewhere. More school places will be needed plus expansion of Pilgrim Hospital. Insufficient green space and leisure land No, doctors overcrowded with in-migrants etc. Support for education sector to respond to cutbacks; new build, investment and support for site disposal. Town centre is very important and should be preferred to out of town shopping areas. Pedestrian and cycle access important as well as public transport. Access by public transport from villages is important to minimise car use. But Villages should retain facilities for everyday needs. In general yes, need for supermarket on the south east of the town to reduce cross farm traffic flows. Expansion should be matched by improvements to services; education and health, also needed to respond to immigrant population growth. A bypass is needed now, long before 2031.</p> <p>Spalding: Totally inadequate. In migration since the 80's onwards has had adverse social consequences. The first influx was by commuters attracted by cheap housing. Generally adequate; leisure centre improvements or new town centre facility. Shopping offer in Spalding needs promoting to stop leakage to Peterborough and Stamford.</p>

		<p>Niche shopping areas to be created.</p> <p>Education: needs to support business development (e.g. food technology); Boston College, Holbeach Food Technology Campus. Aspire to be Centre of Excellence for horticulture.</p> <p>Health; more consultant's clinics to be held in the Johnson Hospital. Look to the specific needs of Eastern European population.</p> <p>Leisure: No hard courts for football etc. Spalding swimming pool needs upgrading. River walks and seating to be provided. The Wash "Country Park" to stretch from Skegness to King's Lynn.</p> <p>Holbeach: Growth in relevant physical, social and green infrastructure to meet future development needs. Retail and visitor facilities to grow. Expansion in primary healthcare.</p> <p>Algarkirk: No, public transport is very poor</p> <p>Satisfactory but a better bus service would be an improvement.</p> <p>Crowland: Loss of secondary school is a major set-back. Chance to share community facilities has also gone. Healthcare provision is marginal. Fitness/exercise/leisure and youth facilities need addressing. Hotel and B & B accommodation is lacking in the area.</p> <p>Donington: Need original ideas to regenerate village centre. Community facilities, "start up retail", training facilities, service providers, community projects.</p> <p>Leisure facilities; no open space/public access to open land.</p> <p>Bennington : Services are adequate at present</p> <p>Bicker: Village shop and pub (about to re-open), churches and organisations. Street-lighting around central area is poor meaning access to facilities and bus stops is not good on dark winter afternoons and evenings. Access to health, education and leisure is in neighbouring villages.</p> <p>Freiston: Yes but Doctor's at Old Leake need additional capacity</p> <p>Shops, education and leisure are adequate. Healthcare is inadequate-surgeries needed for villages.</p> <p>Fishtoft: Health ok but referral to GP is a problem. Education is ok. Shops; some of larger multiples (e.g. IKEA) lacking.</p> <p>Local demography changes mean that we need more schools, health facilities and more local businesses encouraged to flourish.</p> <p>Old Leake: Education and health ok. Shops and leisure inadequate. Sustainable small businesses should be revived.</p> <p>Doctors surgery is at full capacity. Amenities are being outgrown by building. Primary school is almost at capacity.</p>
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		<p>Medical centre needs an expanded pharmacy and space for other facilities. Need for larger supermarket with off-street parking.</p> <p>Wrangle: General store needed for food and non-consumables. Play area for pre-school, skateboarding area for teenagers and open space/exercise facilities for older people. Village Halls (Old Leake and Wrangle) need data protection facilities for video performances.</p> <p>Gedney: Facilities in decline; new development needed to sustain them (e.g. local school - more children needed).</p> <p>Deeping St. Nicholas: Need for more shops and leisure facilities of any kind.</p> <p>Holland Fen: services only accessible by car</p> <p>Kirton: Current provision good relative to existing population/no. of houses. Protection for local shops and mini-supermarkets especially to enable those with restricted accessibility (i.e. reliant on public transport) easy access to facilities.</p> <p>Quadring: All services in village or within 3 miles. Main leisure in Spalding 8 miles away.</p> <p>Wyberton: No, nearest facilities are over a mile away, no public transport, expensive to use taxis to and from town.</p> <p>Swineshead: Local shops limited, small supermarket would be useful. Health centre very good but could provide greater range of services on site</p> <p>Saracen's Head: Access ok with own transport</p> <p>Sutton St James: Local services and facilities are considered to be adequate.</p> <p>No settlement specified: Not every settlement can sustain everyday facilities but existing local centres can provide support</p> <p>Improved facilities (e.g. "big name" retailers) comes at a price of accepting greater levels of growth.</p> <p>Access to health (hospitals) is really lead by national agendas and there has to be some resignation that this will result in increased need for access by private car.</p> <p>Leisure provision probably has most potential for more local provision although larger scale facilities can only be met by correspondingly larger scale growth.</p> <p>Supermarkets are too dominant. More diversity through daily covered produce markets (open until mid evening) would give producers new outlets.</p> <p>More buildings for theatre and meeting places.</p> <p>Provision is variable; Pilgrim Hospital deteriorating. Leisure facilities are moderate. Good restaurants are few and far between.</p>
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		<p>Increased access to greenspace to meet national guidelines. Health and wildlife benefits can result.</p> <p>The needs of gypsies and travellers should be known and provided for.</p> <p>More provisions for health (including dentists) by 2031.</p> <p>The SEL LP should encourage improvements to facilities pro rata in respect of settlement size and proposed development.</p>
5	<p>Do you have any concerns about transport in your locality and across South-East Lincolnshire as a whole?</p> <p>What improvements should we aim for by 2031?</p>	<p>Transfer of road freight to rail; support for rail freight node. Disruption to road traffic using level crossings is outweighed by benefit to County economy.</p> <p>Public transport improvement Skegness to Boston Saturday evenings needed</p> <p>More frequent bus service on main routes, "call connect" is good but could be more versatile and information more accessible allowing more use.</p> <p>Employment/housing locations need to minimise transport impact.</p> <p>Motorway through Boston</p> <p>Cycle paths to encourage safe cycling</p> <p>Regular bus service up to midnight.</p> <p>Transport links, especially costs of rail travel (to Peterborough) promote more car use.</p> <p>Low cost transport schemes; car sharing, electric cars, community buses, driverless trains.</p> <p>A16 is a key route to the area; need to ensure it meets needs and possible problems (bottlenecks/pinch points) are kept on top of.</p> <p>Springfield roundabout requires widening and additional current capacity for development will exacerbate this need. Similarly the Enterprise Park.</p> <p>Western relief road (Spalding) is needed but will have impacts upon need to improve adjacent roads etc.(Wardentree Lane/West Marsh Road).</p> <p>Holbeach town centre has bottleneck issues that require addressing. Also roundabout at the A151 junction with A17 should be considered in planning approach to Holbeach.</p> <p>If petrol fuelled cars have a future then expand road network, if not, look to train and bus provision.</p> <p>Boston's road problems are well known and will take years to resolve. Trunk roads have many restrictions and fast moving traffic is only possible by incurring major risk. Inward investment is deterred by poor road network. Major investment from east to link with N/S networks is needed.</p> <p>Spalding bypass is very dangerous due to HGV traffic and gridlocks occur.</p> <p>Bus improvements; rail (Sunday service) and better services north and to London via Lincoln.</p>

		<p>Cycling – poor routes in Spalding; less blockages and more routes. Cycle parking is inadequate. Road “rat runs” also inhibit cycling. Good provision in relation to new housing developments. Route at Cowbit needs replacing.</p> <p>Services to Peterborough need improvement train or busses that run later.</p> <p>Gedney has suffered from inappropriate road development splitting the village. More consideration in the future.</p> <p>Up- grade road structure network and encourage other infrastructure use (rail and air) provision. Better roads with better planning in towns</p> <p>Road network is poor; A17 is awful and some need to be dualled. M11/Humber linked. Rail freight. Within Boston accessibility is a nightmare at certain times of the day.</p> <p>Sparsely populated area means public transport will be limited. Could do more for provision of safe cycle routes around Boston.</p> <p>Public (road transport) expanded and improved so to reduce car usage.</p> <p>No modern road system south of Sleaford; north/south route is only single carriageway which is unacceptable.</p> <p>Freiston has good bus service</p> <p>None</p> <p>HGV movements on roads close to Old Leake; conflict with pedestrian movements. Busy at school times. Damage to roads and buildings due to weight of traffic.</p> <p>Local bus service running around the outskirts of town (Boston/Wyberton) connected to local supermarkets.</p> <p>Kimes bus service in Swineshead is adequate; big gaps in afternoon buses to/from Boston and Spalding. No evening or Sunday services.</p> <p>Saracen’s Head; no public transport. Better provision for cyclists needed – continuous cycle tracks, some investment but provision has stalled – more budget provision.</p> <p>Limited public transport; encourage/protect more local facilities and plan for public accessibility rather than the private car.</p> <p>Call connect bus service is very important.</p> <p>Holbeach; marginally acceptable week daytime bus service to/from Spalding and Peterborough. No service east-west or evenings and Sunday. A16 improvements good but roads east-west are very poor increasing LGV movements need addressing.</p> <p>Traffic congestion can detract from the character and appearance of an area. Traffic relief (e.g.</p>
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new roads) should not be at the expense of causing harm elsewhere (e.g. to heritage assets). More freight trains through Spalding will have detrimental impact unless current road layout is addressed and bridges are provided. A new district shopping centre to the north of the town. Passenger rail upgrade to allow commuting to London. Upgrading of roads around Spalding to lessen the impact of HGV/food related traffic. Traffic plan for Spalding to create an improvement of flow; one way system, parking enforcement and free car parks. Mix for transport modes should be maintained.

Spalding and Peterborough Transport Forum: Need to reduce traffic levels especially given growth status of Peterborough and subsequent housing plans for Holland Park. Employment growth impacts and Holland market. Reduce air pollution, carbon dioxide emissions and health and fitness of residents. Detailed responses on improvements particularly evening bus services, access to Johnson Hospital, Springfields or employment areas by public transport. Poor or no services for villages despite Call Connect. Sunday service is practically non-existent for Spalding. Many green travel plans/initiatives could be promoted. Freight upgrade must also be used to upgrade passenger transport.

No major concerns about transport. Bus services and train services need coordinating. Through trains to London, Birmingham and Manchester. Evening and Sunday bus services to town centres. Park and ride operations for Boston. Bypass or alternative river crossing to take traffic out of the town centre. Road network (and other infrastructure) to develop in conjunction with other growth planned for next 20 years. Establishment of wind turbine installations needs corresponding logistics planning for bringing abnormal loads to the locations required. Road improvements for South Holland and Boston are needed to support growth of renewable energy. Car use is only option to access employment (Quadring) Car ownership is important especially as evening public transport limits access and activity. Bus stops are not well marked and street lighting is poor (Bicker). Investment in road infrastructure is vital for housing and employment growth.

		<p>Second biggest problem; dual A17 to A1, Boston bypass, M11 extension to Humber. A need for a cheap local transport (bus) service linking villages and employers outside towns providing transport for their employees. Train use should be increased in Spalding in line with its growth. Littleworth Station should be re-opened (buildings already there) to offset congestion taking place in Spalding as the new housing estates are finished. Trains to counter road congestion. Also increase bus service as bus and trains do not, currently offer a viable alternative to the car. Buses; poor service for outlying areas no service in evenings or Sundays Rail; through service to London. Roads; Improvements to existing roads will have limited affect, complete circular by-pass of the town. Bus services generally good except for evenings. Roads deteriorating. Better pedestrian and cycle links between villages. Cycling is more cost effective than investing in additional road infrastructure. Cycling should be given due emphasis in transport planning. A number of routes within Spalding are not continuous and therefore deter use and cycling on pavements. Routes in and around Spalding could be improved. Cycling helps reduce CO2 emissions/air pollution. Planning for cyclists should also include safe storage, good signposting and shower facilities/changing facilities at places of work. Expansion of rail network services.</p>
6	<p>What strengths and weaknesses does the area have with regard to the economy? What are the things the Plan could do to expand or encourage business growth, and what types of business?</p>	<p>Ports at Boston and Sutton Bridge and opportunities for rail freight node. Agriculture and agri-technology. Office and service industry in Boston and Spalding. Tourism niche markets; long distance footpath around the Wash. Agriculture is strong sector but economy needs to bring in other industries as a future safeguard The Nations' food growing area; expansion into processing imported food stuffs. Street lighting excessive; night light pollution, drain on economy and burden on environment. Agriculture is very strong but should not be seen as a factory on the land. Also agriculture is not a large employer and its machinery adds costs to highway maintenance, traffic tailbacks and pollution also result. Agriculture sector is low paid and creates a need for correspondingly low cost housing offer. Poor access and communication limits growth in high skill employment.</p>

	<p>Population changes can create unmet demands for services that the economy can meet. Need to capture the disposable income for services through local provision to stop leakage out of the area (retirement sector a potential market). Heritage and natural environment deserve concentration. Potential for agri-science, education; water engineering to counter flooding concerns. Better road network and need to solve flood issues before development can take place. Need for service industry growth. Small business are the future and need help; in-migrants have set up new business these and existing new help in difficult trading conditions. Too many low paid jobs and few prospects for a decent career for the young. Brain drain is a consequence. Immigrant labour keeps wages low but also helps keeps food prices down. Need to attract non-low paid businesses; investment in infrastructure problems and retain quality workers. Agriculture is dominant and little additional business growth is needed. Existing industrial areas are sufficient for future planned growth. Support for the freight interchange. Local workforce has declined with increase in retired population or commuters working elsewhere. Greater influx of young families needs to be encouraged. Diversify agricultural so it caters to local market. Docks are an asset. Tourism Transport and traffic is key, particularly the use of rail freight. Traffic is heavily criticised but there is also a fear of developing freight. Addressing the threat of flooding is also vital. Best agricultural land in the country so farming is hugely important. Farms are also good locations for renewable energy; wind, photo-voltaics, anaerobic digestion, ground source heat pumps, biomass and bio-fuel. Valuable extra income for farmers. Better transport links are needed. Flood risk is a fundamental concern; coastal defences need maintenance and improvement. Increased and improved Broadband access for business and private users. Docks and timber processing important. Agriculture most important but does not provide many jobs.</p>
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	<p>Small specialist industry including modern technology should be encouraged.</p> <p>Strength agriculture, weakness, remoteness. Improve transport infrastructure; road and rail.</p> <p>Agriculture sector strong plan should encourage associated growth.</p> <p>Encourage affordable hotel accommodation carrying the Lincolnshire County "brand".</p> <p>Mainly farming which is doing ok</p> <p>Provision of more work places</p> <p>Road repairs are urgent</p> <p>Large farm/food related business supported by agriculture. Improved roads needed.</p> <p>Weaknesses; roads A16/A52 roundabout poor. Additional bridge over river access to Marsh Lane to cope with HGV traffic.</p> <p>Concern over flood barrier; it might protect from coastal flooding but increase river flooding.</p> <p>Agriculture very strong; some diversification into tourism and manufacturing. Don't expand too fast and spoil it all.</p> <p>Agriculture and related businesses.</p> <p>Holbeach; gateway to the Wash, potential for tourism.</p> <p>Expansion of food industry and encouragement of higher skilled work opportunities through maintenance and enhancement of higher education opportunities; Lincoln/Holbeach Campus and University Academy.</p> <p>Agricultures and horticulture.</p> <p>Small industrial units in redundant farm buildings.</p> <p>Need for more light industrial/office/ leisure development</p> <p>Strength and weakness is huge dependence upon food, agriculture, horticulture and distribution.</p> <p>Could be very vulnerable if more favourable conditions for such businesses caused decanting.</p> <p>Higher paid "technical" jobs need creating in supporting industry such as refrigeration, IT and vehicle maintenance to increase prospects for younger, brighter people.</p> <p>Leisure trade expansion based upon waterways; Waterwayspace Strategy for Spalding.</p> <p>Boston needs to raise its profile; it has a market edge having a relatively low cost workforce and land prices.</p> <p>Boston college is an asset and key employer/nurturing talent. More links to business, developing key strengths and promoting them.</p> <p>Flood risk is an issue but this should not constrain business growth except vulnerable businesses such as caravan parks.</p>
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		<p>Agriculture: needs plenty of scope for expansion. Weaknesses lie in poor communication links and particularly broadband.</p> <p>Agriculture very important perhaps more scope for energy from waste and biological digesters. Too much reliance on low paid jobs only attractive to migrant workers which causes social problems.</p> <p>Walking and cycling based tourist initiatives supported by cafes and restaurants etc.</p> <p>Green economy could be a strength of the area particularly encouraging renewable energy generation; technology, manufacturing, research, service support.</p> <p>Over reliance on the car for access.</p> <p>High dependence upon a small number of industrial sectors and companies.</p> <p>Must improve the perception of the area as flood prone</p> <p>Improve the roads.</p> <p>Perceived flood risk is blighting the economy and local insurance etc. Entrepreneurs will not invest. Need to confront the EA and challenge the negative aspects of Boston portrayed by the media.</p> <p>Hi-Tech industries that have low impact on the landscape but which offer local employment opportunities. Clusters of buildings no more than 2 stories high that fit into the countryside and the farming community. Reduce commuting to employment in cities elsewhere.</p> <p>Agriculture is very important but there is a need for more manufacturing; light engineering, electronic and electrical engineering. Better supply of cheap housing will attract more skilled workforce.</p> <p>Agriculture, port and supporting industries are a strength. Traffic flows are a weakness that affect all businesses.</p> <p>Education could be more business related.</p> <p>Encourage start up businesses by providing better transport facilities and subsidized start-up premises. Small local industrial property opportunities for entrepreneurs. Marketing support groups for start up companies and practical internet support to maximise this type of distribution. Marketing and internet support seen to be major factors affecting income producing activities.</p>
7	<p>How important is the natural environment in South-East Lincolnshire?</p> <p>Do we make the most of</p>	<p>Unique fenland landscape; but not a "factory floor" whereby development prioritised. Wind farms are erosive to enjoyment of the landscape, therefore unsustainable development diminishing the quality of life.</p> <p>Dominated by agriculture but the Wash is a feature.</p>

<p>our assets?</p>	<p>Primary asset and a primary policy consideration. People need the environment to function. Need for more parks and woods Mainly a man-made environment; open spaces but not necessarily open access. The waterways are a major asset and could be used for the leisure needs of our local communities; the Fens Waterway is a reality that should be realised. The tourism potential should also be realised. Very important for tourism but not enough is done to extend peoples' stay. Rural and natural environment very important for the quality of life. We attract visitors to Freiston Shore and Frampton Marsh, plus Lincolnshire coast and Boston Market but Boston has huge unrealised potential for tourism. Dominated by agriculture; need for mandatory hedge planting to improve compatibility with nature and help address global warming. Not enough open space; woodland, nature reserves and children's play space. Older children need more (skate park is good but whole district (SH) needs more public space. Very important but spoilt by wind turbines; big open sky is lost. Very important as a natural asset and workplace of agricultural industry Natural environment is a major asset with untapped potential. Boston Woods Trust project is important and will benefit locals and tourists. Very important; needs to be preserved not eroded away. Yes RSPB are evidence of qualities No Very important but local dominance is agricultural. Very important; assets such as duck ponds in villages spoilt by new housing, grass verges driven over and increase in litter. Very important but access to open space limited, short of POS and need to protect existing and expand them/provide more Very important; protection of all viable trees and increased pedestrian access to countryside as many current routes conflict with heavy traffic. Protect public rights of way from development Very important – walking, riding, fishing, bird watching – tourism More use of waterways Very important but access needs to be increased. Use of waterways has tourism potential. Skyscape needs protection.</p>
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		<p>Natural assets can also protect historic assets and their settings. The assets of the area are unknown due to poor transport links; waterways are a major assets and could provided better links as well as tourism growth. Wetland, rivers, canals and bird reserves are assets but limited access to much of the area and there is limited woodland. Electric car hire, cycle routes and boating could enhance the offer. Very important especially as an asset for tourism The range and network of sites and species is hugely important. The Plan should work within existing legislation and partnership initiatives to ensure protection, new designations of areas, protection, expansion and interpretation/appreciation. Access has huge educational and public health benefits. The importance of natural assets have direct health benefits and these should be protected and enhanced. The contamination of land, water, air needs to be controlled by planning policy. Very important. Celebrated through Spalding flower parade which should be better publicised and more events planned and places promoted to increase visitors and exposure. Very important; national coastal path and local walks need sign-posting. River Witham is important and more riverside/tourist activities should be promoted. Plans to manage the tidal waters should be a prompt for stimulating tourist attractions. The capacity for the natural environment to accommodate change and realise the benefits of siting renewable energy plants should be viewed positively. The Landscape Capacity Study (2003) should recognise that delivering sustainable development and utilising renewable energy are important expectations. Not promoted enough – village trails and walks Very important but low awareness especially in relation to local facilities; need for education and promotion, signposting of local walks and access to waterways. Some footpaths lead nowhere now (Bicker). Huge potential for tourists experiencing the wildlife and general assets of this rural area; business development for accommodation and skills courses and activities such as fishing, art and photography. Use of the waterways and marina, caravan sites etc. Vital, we don't exploit the full potential; B&B's and guided tours should be promoted. Big skies and ever changing fields are a big asset and should be preserved. Boston Fenland, wetlands etc. are a resource where people can walk and learn about conservation etc. Award winning farms are also important and need to be known and supported and further boosting the</p>
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		<p>importance of farming to the well being of the county. Waterways, marinas, sailing, including sailing classes. More water taxis and footpath access to the waterways. Artists should be catered for and artists schools promoted. Very important for locals and tourists; better advertising, the Council makes insufficient promotion of the assets. Very important; yes we make most of our assets. With absence of open parkland or wooded areas (Donington) better access to Wash and coastal land is desired.</p>
8	<p>How important is the historic environment in South-East Lincolnshire? What beneficial changes could be brought about by 2031?</p>	<p>Rich heritage. Conservation Areas require proactive measures; a more thriving economy should be focussed on investment in historic features (Listed Buildings). Preserve places of interest; history of agriculture important. Archaeological heritage needs to be explored; locals and visitors would benefit if greater information provided. Funding needed. Not at all. Our heritage has strong connections with areas in other parts of the world which we do not take full advantage of. Through the Boston Barrier the lure of the town will be greater and heritage trails linking with the US can be exploited. Churches are very significant. English Heritage unrepresented. Much more potential with the right publicity. Boston is historically rich comparatively; prioritise tourism and offset the negative. Little of great historic value; what has value has been swamped by badly planned development. Spalding has historic appearance but BT building is a distraction. Parish church is spoilt by derelict pub; replace by more modern building. Social services building could be redeveloped with open space car parking as daytime use and hard surface sports at other times. Old potato light railway and agricultural heritage has potential if costs were not prohibitive. An attraction but not one that necessarily brings about infrastructure improvements for continued regeneration. Information on theatre; Roman times to present day. Historic environment is relatively unimportant and an unnecessary cost to planning. Villages have medieval churches. Boston has many important buildings and we need to</p>

		<p>encourage “overnight tourists” to enjoy them. Far better publicity needed especially regarding historic links. Very important but we should encourage overnight visits not just day trips. Very, Boston needs to promote it. Historic links; Guild Hall, Stump and local churches and history of farming important Very important for tourism, America, Australia and the far east Docks also very important and could be made more attractive Boston is a town of major historic importance urgent protection is needed; Bank House and Hussey Tower etc. have taken a long time to protect/safeguard. Village conservation is important and reviews to action plans important. Swineshead CA to include High Street/South Street. Very important but it needs protection. Each town and village has an inherited identity which should be preserved. Very important – stop HGV’s on B and minor roads except for access. Very important; Crowland has important medieval remains. The historic environment also brings social, environmental, economic and cultural benefits. Heritage assets at risk need addressing Public realm improvements in historic places Grant aid for heritage assets; townscapes and parks Improve public interpretation and understanding about assets (but whilst protecting assets) Conservation area management plans Local lists and Lincolnshire Historic Environment Record. Consider removing permitted development rights for threatened conservation areas. Rural churches are important and can play a valuable role for visitors and communities as information centres etc. The Fenland is a visitor asset; history of fenland creation, interpretation boards, pumping stations, visitor tours and school education visits. Very important but it should not hinder new development. The historic environment should be better protected. Churches are very important but their use is in decline; need to encourage new uses. Boston has a rich history, especially in respect of America but has minimal impact upon town life. An annual cultural festival centred on the Stump and market place could establish traditions and</p>
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		<p>sense of history.</p> <p>The historic environment is important but no more so than anywhere else in the Country. Specific assets need protection but landscapes and townscapes change over time and there is no reason why they cannot capacitate additional wind turbines.</p> <p>Not promoted enough- better access, village trails and walks</p> <p>Very important but not enough is done to raise awareness. Important buildings, brick built and mud and stud. At least one larger village has no Conservation Area. Protection for archaeology important. Heritage at Risk surveys should support initiatives.</p> <p>Greta heritage and room for grater promotion; heritage trail, shellfish industry celebrated with visitor centre; restaurants etc. Linked to produce available at the market as well as crafts and continental goods also available in nearby lanes and quays. Encourage people to stay and boost the tourist trade.</p> <p>Unexploited – attention to historic buildings and tourism potential.</p> <p>Vital; local pride in Boston need to be encouraged, engage with the Borough and local history. Historic tours, fen talks, better transport links, water taxis, conservation education. More interaction with the farming community.</p> <p>Very important but so few know about it. Perhaps a joint tourist board should be formed to promote the historic and natural environment of SE Lincs.</p> <p>Important and in everyday use.</p> <p>Donington; little in the way of natural or historical assets. No picnic areas or open areas for walks. Local group are active in upgrading the village look and small projects but have a limited budget and scope.</p>
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	<p>What outcomes are most important to you for the future of the Plan Area?</p>	<p>Realising the benefits of rail freight network in tackling transport problems, including Boston/Sleaford line. Recreational use of waterways, support for Lincolnshire Waterways partnership.</p> <p>Cheaper housing</p> <p>Better broadband</p> <p>Industrial sectors to compete with agriculture</p> <p>Olympic sized swimming pool urgently required particularly for younger generation.</p> <p>Environmental sustainability</p> <p>Energy efficient energy/not for profit energy systems that are capital sustainable</p> <p>Reducing hedgerow loss and field sizes</p> <p>Good local transport</p> <p>Community open space and parks</p> <p>Promotion of cycling for health and access; extension of “sustrans” Hull – Harwich (via Boston)</p> <p>Joined up planning for East Lincs. (to include East Lindsey).</p> <p>New highway network maybe at the cost of demolishing old buildings.</p> <p>Emphasis on improving the health and wellbeing of the community.</p> <p>What is the area for: national food growth requirements, retirement area, tourist area (waterways</p>

		<p>based).</p> <p>Better environmental management and the street scene is essential to maintain these assets.</p> <p>Delays between demands for services and their provision causes discontent.</p> <p>Future development should not stifle potential to realise other assets; be aware of these potential assets (e.g. routes for cycleways)</p> <p>Sorting out flood risk; the barrage.</p> <p>Do not destroy the good things (natural habitats could be better protected and extended).</p> <p>Better transport systems if not at expense of our assets.</p> <p>Boston and Spalding must retain their individual roles and importance; serious improvements to infrastructure required</p> <p>Higher quality jobs, education and housing plus infrastructure</p> <p>People need an uplift to feel proud of the place they live in raise the quality of life; raise expectations and create positivity to counter the negativity and poor perception of other sectors of the community. Prosperity should be raised.</p> <p>It is our duty to bring about improvements for future generations.</p> <p>Better public transport and cycling</p> <p>All development in Spalding to have a positive impact on the surrounding area.</p> <p>Good quality transport network and safe routes for cyclists (especially for children)</p>
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	<p>More use of renewable energy</p> <p>More housing in Gedney</p> <p>A good range of outdoor and indoor sport facilities (an Olympic legacy)</p> <p>Homes, jobs and infrastructure</p> <p>Our natural assets have more scope for community enjoyment and profitability for business.</p> <p>Creating small industry to support and supplement the farming economy .</p> <p>Comprehensive audit of sports and leisure facilities, delivery policies and investment plans for future provision.</p> <p>Organic growth</p> <p>Encouragement of; agriculture based industries, commerce, twice weekly markets are an asset on which to build more commerce for Boston.</p> <p>Roads and infrastructure are poor, litter and social problems are terrible.</p> <p>Sustainable, thoughtful provision of housing and local services</p> <p>Distributor road etc.</p> <p>Sustainable assessment is based upon town expectations; village needs and lifestyles not appreciated. Pressures from neighbouring villages on services not taken into account. A more balanced sustainability assessment is needed.</p> <p>Relief road around Boston will encourage expansion and trade</p>
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		<p>Character of villages (e.g. Swineshead) is maintained and not swamped by large developments.</p> <p>Improvements to public transport.</p> <p>Swineshead; improved retail facilities, retain post office and pharmacy and health centre</p> <p>No wind farms</p> <p>Bus services for all settlements</p> <p>Modest housing building in all settlements</p> <p>Spalding; better train services, particularly northwards</p> <p>Small industrial development in minor settlements not just industrial parks</p> <p>Improvements for cycle access between settlements</p> <p>Improve health, social and cultural well-being for all; sufficient community and cultural facilities to met local needs. Playing areas, shared facilities and established facilities should be protected and be allowed to develop. Theatres, cinemas and museums should not be overlooked.</p> <p>Community facilities such as halls and pubs offer a variety of potential uses; performance spaces that can extend the evening economy.</p> <p>Appropriate design approach to houses; incorporate solar panels, rainwater storage and use systems. Safe and pleasant environments.</p> <p>No more wind farms</p> <p>A healthy economy, also a healthy mix of population growth and integration. Employment across all spheres and adequate infrastructure.</p>
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		<p>Management of the historic environment through a strategic policy approach based upon an audit of historic asset information</p> <p>Identify defined areas for business, leisure and housing.</p> <p>Lifestyle strategies for all ages as well as economic development priorities, social welfare provisions skills training and best use of natural resources.</p> <p>New regional/national attraction (e.g. Eden Project) celebrating all that is best about South East Lincolnshire.</p> <p>A great place to do business, to live and to visit.</p> <p>Sustainability and development of local communities</p> <p>Development opportunities must go hand in hand with improvements to transport and green travel initiatives.</p> <p>The recognition of coastal communities and the impacts of Marine Plans needs to noted</p> <p>SEL Local Plan should recognise relationships with neighbouring areas; West Norfolk, particularly with regard to impact of traffic (A17 route), environmental impacts, flood risk and services/status of neighbouring settlements e.g. Wisbech</p> <p>Increase in biodiversity; create and restore habitats. Help deliver the Lincolnshire BAP and landscape projects (such as the South Fenlands project).</p> <p>A sustainable approach to climate change is essential; mitigation in respect of flooding where appropriate and support for economic growth.</p> <p>Algarkirk garden plots for growing own garden needs (provision of 4, half acre plots and</p>
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		<p>4,quarter acre plots)</p> <p>Nice pace of life and it is not overcrowded but too much immigration could be a threat and identity lost</p> <p>Better broadband and communications fear of the area being marginalised due to isolation.</p> <p>The area benefits from peace and quiet but there is a need to ensure activity becoming of an urban area but whilst maintaining qualities of a rural idyll.</p> <p>Green energy and a low carbon future is something to which SEL can make a major contribution. Community schemes can help meet local needs.</p> <p>Likes- rural area, dislikes-expensive but poor public transport, hopes- affordable housing, fears-over development creating unsustainable communities.</p> <p>In 2031 Boston is not a sterile museum or bland pastiche but a vibrant town where people are proud of their heritage and continue to make their mark around the world.</p> <p>Perceptions regarding flood risk</p> <p>Improve roads</p> <p>Sustainable energy</p> <p>Market towns, peace cleanliness, wildlife.</p> <p>Need more local engagement</p> <p>Windfarms are appreciated. Need to make use of our assets. Faster Broadband, retain talent, keep the agricultural industry and encourage tourism.</p>
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<p>What things do we need to put in place to get there?</p>		<p>Increased shopping and industry but without losing the market town identity.</p> <p>Improve drainage and sea defences to benefit both business and housing. Protect settlements from flooding.</p> <p>Improve; transport links and healthcare</p> <p>Balance employment provision with housing</p> <p>Take our example from Holland in South Holland in the approach to cycling.</p> <p>Cycling and other modes of transport can operate together with planning positively for all needs.</p> <p>Comprehensive, safe and well signposted cycling routes in Spalding and nearby villages.</p> <p>All new homes to have covered cycle storage and the same for places of work where changing and shower facilities will be available.</p> <p>Public cycle facilities in the town centre and leisure centres</p> <p>Transport and travel plans and planning policies to promote cycling appropriately and consistently.</p> <p>Need for housing and also employment and lifestyle opportunities to encourage people to move. No obvious coordinated, overall plan for sustainable development, transport and communications.</p> <p>Tourism, faster broadband, public works of art.</p> <p>Good design is needed; without being dictatorial get better design and not accept the developers optimal offer; densities, open space, approach to off road parking are all issues that have let</p>
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		<p>down development in the past.</p> <p>Integrated planning of roadways is important so that street layout and design is not a retro fit and all users are considered at the outset.</p> <p>Increased traffic levels need further consideration in Spalding. In addition increased freight traffic will have impacts it needs to be considered before 2014.</p> <p>Provide/promote business start-up units.</p> <p>Much better infrastructure</p> <p>Road and bridge access to docks and industrial area</p> <p>Swineshead; faster Broadband, reduce HGV movements/ traffic calming</p> <p>Parish Council's to hold open meetings to get public involvement in planning and that local views have more weight in decision making.</p> <p>All housing developments to have off-road parking</p> <p>No cramming through infilling</p> <p>Speed restrictions enforced for 30 mph areas.</p> <p>More cooperation from District and County Councils and more weight given to Parish Council/local views</p> <p>Robust economic development plan is a must; balanced economy in the region. Agriculture and food production are important but higher value opportunities should also be sought.</p> <p>Measures which will contribute to the economic regeneration of the area, e.g. infrastructure,</p>
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		<p>employment and housing developments.</p> <p>Need to ensure local wildlife site surveys are carried out and that the Plan and planning decisions protect and enhance such assets at a scale appropriate to the development.</p> <p>Making space for water (flood alleviation) will also generate benefits for wildlife.</p> <p>An greed long-term social, economic and education development plan for Boston that all parties will follow. Similar Parish Plans at the rural level</p> <p>Vast improvement to public transport linking villages to urban areas</p> <p>Encourage public to have a sense of ownership for their “public goods” and to support and defend them.</p> <p>Boston should have a new bypass/distributor road that allows traffic to get through easily but that is also planned, along with car parks to access the town centre. The town centre streets will then be safer for pedestrians, cyclists and public transport. The new road will feature iconic bridges and help to keep HGV traffic away from residential areas.</p> <p>Flood risk will be addressed with innovation and lessons learnt from the continent on flood resilient development. Bold architecture will blend with the old. Use will also be made of brownfield sites and particularly to meet open space and leisure needs. These need to be overlooked by shops and active places to reduce anti-social use.</p> <p>Niche business development to be encouraged as well as industries supporting agriculture and horticulture</p> <p>Improve flood protection</p> <p>Road improvement programme</p>
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	<p>What outcomes are most important for your settlement?</p>	<p>Wash barrier</p> <p>Produce a 5 and 10 year plan within the 20 year plan for SE Lincs.</p> <p>Secure more funding from government and/ or business</p> <p>Local Plan ASAP</p> <p>Bennington: Retention of small businesses, retention of village centres, Re-use of church building as community centre/village shop</p> <p>Sports facilities for Holbeach and revitalisation of the town centre through rent rebates.</p> <p>Holland Fen: steady growth in housing for local people who will bring energy and capital resource to stimulate regeneration.</p> <p>Improve countryside assets around Boston and allow enterprises to start-up businesses anywhere.</p> <p>Better jobs for up and coming families.</p> <p>Community</p> <p>Good planning for the future</p> <p>Wyberton; public transport</p> <p>Preservation of rural identity</p>
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		<p>Preservation of the status quo</p> <p>Balanced development by 2031 i.e. community needs, infrastructure, opportunity.</p> <p>Increased employment opportunities to support other developments and mitigation of some of the existing constraints e.g. flood risk.</p> <p>Holbeach Air Weapons Range; is an irreplaceable resource for training, required in the open countryside. Planning policy should ensure that its use is not compromised by the siting of non-compatible development.</p> <p>A by-pass; any growth will increase traffic but not much more will bring the town to a standstill. Better planning can reduce cross town traffic flows but will only be short term.</p> <p>Local healthcare, evening bus service, pedestrian and cycle links between Freiston and Butterwick – could be extended to connect coastal villages with Boston.</p> <p>Frampton and Wyberton will be attractive rural areas separate from Boston (no greenfield expansion causing joining). A Strong community identity will prevail. Development will be infilling providing a mix of housing both affordable and market allowing limited population growth. Employment opportunities to complement population based upon existing business growth and through tourism, leisure and higher skilled work. Improvement of bus services to provide a viable alternative to the private car. Distributor road for Boston will improve access (including Wyberton High Bridge and Four Cross Roads). Increase in cycling and more sustainable forms of transport. Access to many tourist attractions in the parishes will be included.</p>
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3.0. Conclusions

- 3.1 The visioning exercise has generated a large number of diverse views across a range of subjects. Although there are a number of blunt and non-committal responses there are many more detailed and fulsome views expressed. As was expected, and hoped, an excess of information has been collected whose usefulness will have an impact at later stages in our plan and policy making as well as for the specific task of drafting a vision for our Strategy and Policies Local Plan document. It is also the case that some views fall outside the remit for a spatial planning document and are more relevant for other functions within the Council or are best taken up through some of the Council's partner service providers.
- 3.2 Whilst the substance and thoughtfulness demonstrated by most of the replies is very positive it would be wrong to attribute too much weight to the responses as being representative of the community at large except where broad consensus is clearly reached. This is particularly the case where only one or two views have been expressed from a particular settlement. Such views are valuable but mainly as starting points for further work. Similarly there are one or two views which stand out as being singularly innovative which should be explored further.
- 3.3 There are few, if any comments of dissent towards the planning process, many, of course, level a degree of criticism and ask for improvement but these are still expressed with an expectation that the planning process has a necessary and important role. A few explicitly demand the production of a plan as quickly as possible. It is also amply evident that the vast majority of comments both see the necessity for plan making and support its role in bringing about positive changes as opposed to a means to block development. It has not been the case that the consultation exercise has generated any anti-development comment of any note.
- 3.4. On the whole most comments show, at least, a rudimentary understanding of sustainable development whether this relates purely to their settlement or to sustainability being a primary consideration in plan making. It is probably also legitimate to conclude that most responses understood the breadth and functionality of the whole plan area; e.g. the differences between what the main towns can offer and the importance of elements such as transport, employment opportunities, protection of assets and potential for future growth. In many ways the responses give us a solid platform, not only to draft a vision, but also to build a detailed picture of sustainable development for the plan area and express, geographically, what can be expected of

particular settlements, locations, other land uses and supporting infrastructure. The Localism Act and the National Planning Policy Framework expect local views and values to set the agenda for what is considered to be important and sustainable in plan and policy making. The responses to the visioning exercise for South East Lincolnshire give a strong start to our plan making process.

3.5 Shaping the vision

- 3.6 A vision for the plan area needs to be understandable within the community, relevant to the timeframes of the Plan and deliverable. In the same way that the vision needs to be adopted by the community, the community (from the highest levels of influence to the grassroots) needs to have involvement in its realisation. Therefore responsibility for the delivery of the vision does not just rely on the South East Lincolnshire partnership.
- 3.7 The strongest themes coming out of the visioning exercise are in respect of transport and accessibility. This is from the strategic scale regarding new highway provision, passenger and rail freight to the local scale with regard to bus services, pedestrian and cycle access. Many responses also link the expected scale of growth needed to the size of settlement, its infrastructure and services and accessibility. In more detail a large number of responses recognise that it is important to meet housing need for all and even that some housing sectors (e.g. socially rented) need greater surety in who provides and manages them.
- 3.8 A less common response, yet one expressed as being of fundamental importance, is dealing with flood risk, both as a practical issue and as a matter of perception that has a profound influence upon the future of the area. This again is expressed at the strategic scale in terms of influencing investment, the insurance industry and improving defences, to practical steps, in the selection of areas for growth and designing flood proof development.
- 3.9 Overall there are messages of optimism for the area based upon the strengths of the economy. Agriculture and food production is recognised as being key for the future and particularly if it can evolve and diversify into more high tech. and higher paid employment opportunities. The links between agriculture and traffic movement is also noted.
- 3.10 Diversification of the economy was also strongly supported and, in the main, using the areas' natural, historical associations and assets to build a stronger tourism industry. Common to many responses this was also expressed at both the strategic

level (development of our inland waterways and a Wash country park) to the local in the provision of accommodation, specialist pursuits and importance of local churches etc.

3.11 Many respondents also place great store on the natural environment, access to open space, the general open character and being part of a rural community. Whilst there is also a strong desire for progression (e.g. faster Broadband) and recognition that development is needed to meet other community needs a common view is that good design is needed to maintain the character of the area and that harmful development (e.g. wind farms) must be controlled.