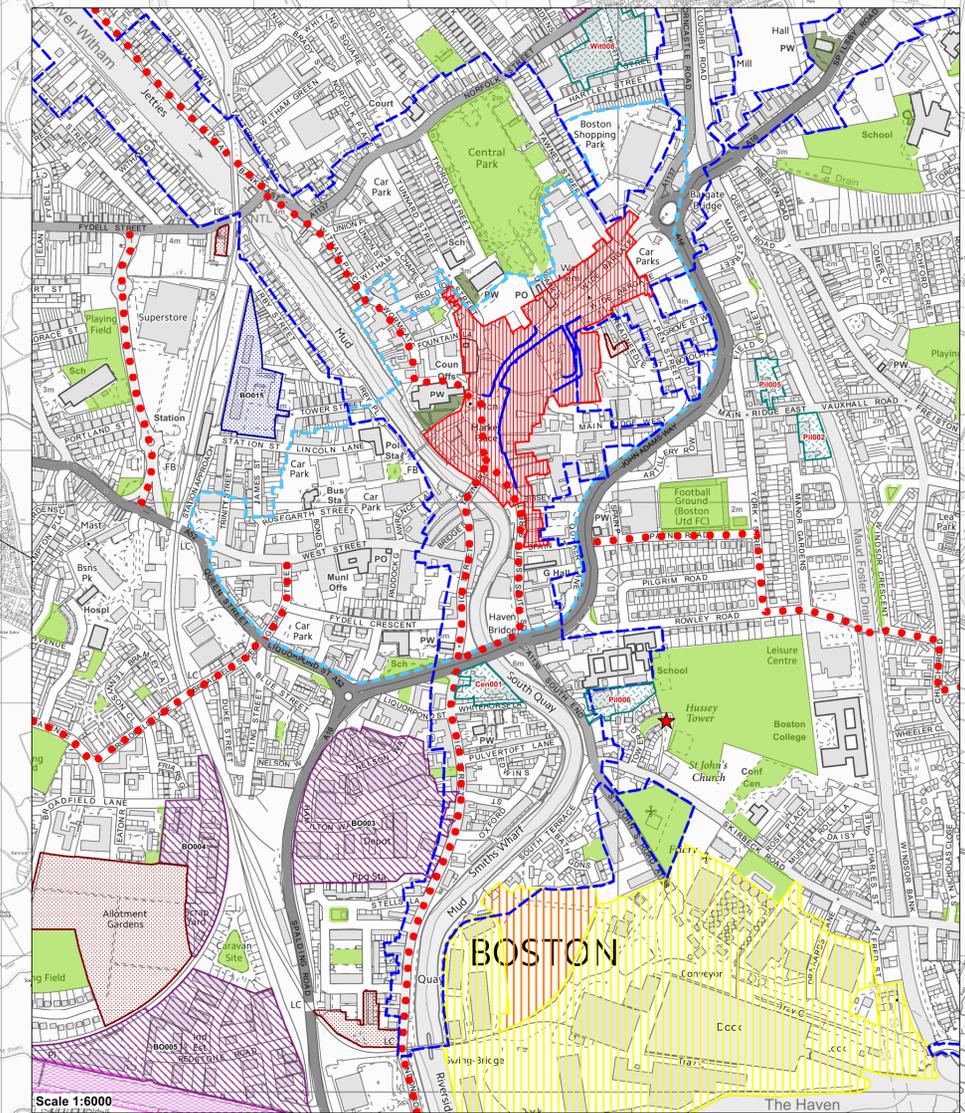


-  Inset Map Boundary
-  Countryside
-  Settlement Boundary.....Policy 12,19,20,21
-  Town Centre Boundary.....Policy 22
-  Conservation Area.....Policy 26
-  Housing Commitments.....Policy 12
-  Preferred Housing Site.....Policy 12
-  Existing Main Employment Area.....Policy 7
-  Proposed Main Employment Area.....Policy 7
-  Mixed Use Employment Site.....Policy 8
-  Specific Occupier Site.....Policy 8
-  Proposed Specific Occupier Site.....Policy 8
-  Existing Restricted Use Site.....Policy 8
-  Proposed Restricted Use Site.....Policy 8
-  Primary Shopping Area.....Policy 22
-  Primary Shopping Frontage.....Policy 22
-  Local Wildlife Site.....Policy 25
-  Local Nature Reserve.....Policy 25
-  Recreational Open Space.....Policy 30
-  Green Infrastructure.....Policy 30
-  Historic Park and Garden.....Policy 26
-  Safeguarding Corridor.....Policy 31
-  Cycle Route.....Policy 31
-  Ancient Monument.....Policy 26



SOUTH EAST LINCOLNSHIRE LOCAL PLAN: HOUSING PAPER – BOSTON (JULY 2016)

1 BOSTON'S PLACE IN THE SPATIAL STRATEGY

- 1.1 Policy 2 of the South East Lincolnshire Local Plan 2011-2036 Draft for Public Consultation (January 2016) identified Boston as a 'Sub-Regional Centre'.
- 1.2 **Comments received** – No comments were received concerning Boston's place in the Spatial Strategy.
- 1.3 **Conclusions on Boston's place in the Spatial Strategy** – Given that no challenge has been made to Boston's place in the Spatial Strategy, it is considered that it should remain as a 'Sub-Regional Centre'.

2 BOSTON'S HOUSING REQUIREMENTS

- 2.1 Policy 12 of the South East Lincolnshire Local Plan 2011-2036 Draft for Public Consultation (January 2016) identified that housing allocations should be made in Boston to provide for 5,900 dwellings between 1st April 2011 and 31st March 2036.
- 2.2 **Comments received** – The following three comments were received concerning Boston's housing requirements:
 1. Welcome the emphasis of future development on the sub-regional centres and in particular the concentration of development within the Boston Borough Council area on the urban area of Boston. The suggested figure of 5,900 homes represents approximately 78% of the projected housing needs for the Local Plan period and we believe this should be an absolute minimum and could in fact be justifiably increased to take an even greater proportion of the Boston area's housing need;
 2. Concerned that too great a proportion of the proposed housing allocations are directed to Boston. It is important that the proposed housing distribution recognises the difficulties facing rural communities not just in regard to housing supply and affordability issues, but also the need to help safeguard existing facilities such as schools, pubs and shops, which are struggling to survive in many rural areas. The NPPG emphasises this need in paragraph 55 when it states "to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities". It is suggested that the Joint Committee should re-consider if too great a proportion of development is proposed in the urban areas as it is vitally important that the proposed distribution of housing meets the housing needs of rural communities as well as those of the urban areas; and

3. Within Boston Borough, there is disproportionate reliance on Boston's urban area. Of the 7,500 dwellings proposed within the Borough, 5900 dwellings are proposed within or around Boston itself, which amounts to 79% of the total provision, and equates to Boston delivering 236 dwellings per annum over the 25 year life of the development plan. In comparison the Boston Housing Paper reports over the last four years the average number of dwellings completed in Boston has been just 87.5. At present the Draft Local Plan and supporting evidence is not convincing that Boston has the capability of delivering this number of dwellings. Whilst the SHLAA identifies potential capacity for circa 23,000 dwellings, some 19,129 of this total is through major urban extensions, comprising ten different sites. The SHLAA and Boston Housing Paper identify significant barriers to development of the vast majority of these sites with multiple ownership issues, unconfirmed availability of significant portions of several sites, poor relationships with the town and complex highway/transport issues. Of the ten major urban extension sites, six are classified as 'undevelopable', immediately reducing the figure of 19,129 to 7,015 and none are identified for completion until the last 5 years of the plan period. In fact of the sites included within the Boston Housing Paper, sites totalling just 75 dwellings are predicted for completion within years 6-10 (i.e. the next five years). Whilst it is recognised that the SHLAA timescales are best estimates and other sites will deliver dwelling completions in the early part of the plan, there appears significant doubt that Boston will deliver the required annual provision over the first half of the plan period. In the absence of sufficient evidence to demonstrate that the strategy of promoting Boston and its immediate surrounding area as the location for the vast majority of residential development is deliverable, it is submitted that the Local Plan would fail to be justified and effective, as required by the NPPF.
Recommendation: It is recommended that options are explored for an alternative split in housing numbers. It is suggested that the strategy is amended to analyse a lower proportion of housing within the Boston urban area and an increase in other settlements spread across the Borough.

2.3 **Responses to the above comments:**

1. There is evidence to support the direction of a higher proportion of the Borough's housing requirements to the town of Boston - the Boston Borough Council Strategic Housing Market Assessment (July 2015) identifies that 84.6% of the Borough's housing needs (2011-2036) are within Boston town. However, policy 12 of the emerging Plan directs 78.7% of the Borough's new housing to the town to: reflect the general lack of availability of land at lower risk of flooding in and around the town; and allow the direction of slightly increased housing to the settlements between Boston and Spalding to take advantage of their 'cluster' potential. The objection does not seek to address these issues, and does not set out any substantive arguments to justify an increase;
2. The emerging Plan directs 21.3% of the Borough's new housing to rural settlements, despite the evidence provided by the Boston Borough Council Strategic Housing Market Assessment (July 2015) that only 15.4% of the Borough's housing needs (2011-2036) will arise in these settlements. Thus, it is considered that the Plan already seeks to address the issues raised by the objector, and it is not accepted that a reduction in the town's housing requirements is justified; and
3. It is not accepted that housing requirements in Boston Borough are disproportionately focused on the town of Boston - in fact the Boston Borough Council Strategic Housing Market Assessment (July 2015) suggests that the focus should be greater (see the above responses). Whilst it is true that recent housing completions in the town have fallen far short of those sought by the Plan, it is considered that these figures predominantly reflect the fact that the housing market has been far from buoyant. The Plan's provisions are predicated upon the assumption that housing market conditions will improve. Lastly, whilst the objector may be correct that very few of the 'Potential Housing Sites' identified in Boston are considered likely to be completed in the next five years, the majority are nonetheless assumed to be under construction during this period and to deliver 927 new dwellings by year 10 of the Plan. Thus, it is not accepted that the housing requirement proposed for the town of Boston is undeliverable.

- 2.4 **Conclusions on Boston's housing requirements** - It is not considered that the comments justify a change to Boston's housing requirements, and consequently, it is considered that the Local Plan should continue to seek to identify housing allocations in Boston to provide for 5,900 dwellings between 1st April 2011 and 31st March 2036.

3 BOSTON'S RESIDUAL REQUIREMENTS

- 3.1 **Completions** - Between 1st April 2011 and 31st March 2016, 513 new dwellings were built in Boston.
- 3.2 **Commitments** - As at 31st March 2016, planning permission was outstanding for the development of 1,827 dwellings in Boston, and there is no evidence to suggest that these permissions will not be implemented during the Plan period.
- 3.3 **Residual requirement** - Given the above figures, the identification of land to accommodate approximately 3,560 dwellings is required. (5,900 – 513 – 1,827 = 3,560)

4 INFRASTRUCTURE

- 4.1 **Education** – the County Education Department has commented that there is a lack of capacity at primary and secondary level. Growth of this scale could not be accommodated by the expansion of existing schools, and new facilities would therefore be required.
- 4.2 **Flood risk** – the Environment Agency has made the following comments:
- Allocations in areas of hazard would need to ensure that finished floor levels (FFL) are raised to the appropriate level with additional flood resilient construction incorporated into proposals. Developers would need to confirm that they can achieve the required mitigation and that their proposals would still be deliverable.
 - Flood Risk Mitigation Policy to ensure 'safe' development. FFL should be informed by the predicted flood depth maps and set as required below:
 - depths of >1.6m It is unlikely that mitigation measures would prevent flood waters from entering the building at ground floor level. Therefore, proposals must be a minimum 2 storey with no ground floor habitable accommodation. The first floor living accommodation shall be above the highest predicted flood depth.
 - depths of 1-1.6m Proposals must be a minimum 2 storey, with FFL set a minimum of 1m above ground level, flood resilient construction shall be used to a height 300mm above predicted flood level, demountable defences to 600mm above FFL;
 - depths 0.5 – 1m FFL to be set 1m above ground level, flood resilient construction shall be used to a height 300mm above the predicted flood level, (single storey proposals must consider the 0.1%+ climate change event for setting FFL);

- depths of 0.25-0.5m FFL to be set 500mm above ground level, flood resilient construction shall be used to a height 300mm above the predicted flood level.
- 4.3 Anglian Water has commented that the capacity of the surface water network has major constraints, and that all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). They indicate that surface water may not be discharged to the public foul sewerage network, and that no new surface water flow will be permitted to discharge to the combined network.
- 4.4 **Sewage Treatment** – Anglian Water has commented that most sites would be served by the Boston Water Recycling Centre (Sewage Treatment Works), which has adequate capacity to accommodate the sites which might potentially use it. Sites to the south of the town would be served by the Frampton Water Recycling Centre, which would require upgrades to its treatment capacity to accommodate any new sites. Sites to the east of the town would be served by the Fishtoft Water Recycling Centre which would require upgrades to its treatment capacity to accommodate larger sites. Enhancements to the capacity of the foul sewerage network may be required to accommodate the development of most sites.
- 4.5 **Water Supply** – Anglian Water has commented that, whilst water resources are adequate to serve the proposed growth, upgrades to the supply network may be required to serve some sites.
- 4.6 **Health** – The CCGs have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients, however County Wide there is an increasing shortage of GPs, nurses and other healthcare staff. In the long term a new GP surgery may be required to accommodate additional patients from Boston and this will be reviewed with CCGs and NHSE.

5 BOSTON SITE OPTIONS

- 5.1 Inset Map 1 of the South East Lincolnshire Local Plan 2011-2036 Draft for Public Consultation (January 2016) identified thirty-five 'Potential Housing Sites'. It may be useful to think in terms of three different sizes of sites:
- Major Urban Extensions (1,000+ dwellings). 10 such sites were identified – Fen009, Fen011, Fis017, Fis023, Nor012, Nor013, Nor014, Sou006, Wes002, and Wit013.
 - Large Housing Sites (200-999 dwellings). 7 such sites were identified – Fen006, Fen014, Fis001, Fis025, Fis033, Wes004, and Wyb033; and
 - Smaller Housing Sites (10-199 dwellings). 18 such sites were identified – Cen001, Fen001, Fen002, Fen003, Fen010, Fis002, Fis003, Fis038, Nor006, Pil002, Pil005, Pil006, Sou001, Ski001, Wes001, Wit005, Wit008, and Wyb013;

5.2 **Comments received** – The following general comments were made:

1. The Plan does not indicate broad locations for strategic development on the Proposals Map and allocate sites to promote development, bringing forward new land where necessary (as required by para. 157 of the NPPF). The Plan does not set out a clear strategy for how Boston's 5,900 dwellings will be delivered or what infrastructure will be required to support this growth. The Inset Map for the town has a Safeguarding Corridor for a Western Distributor Road, but sets out no proposals as to how this will be implemented;
2. In order to avoid adding to Boston's traffic congestion, further major housing development should be confined to sites to the south and west of the town where they could be integrated with the planned distributor road. On the eastern side of the River Witham, new development should be confined to infill on smaller housing sites;
3. We strongly suggest that the residential development be shown to the East of the River Witham where most facilities lie, therefore avoiding river crossings. Developing to the west in order to facilitate the delivery of a distributor road is also mistaken because heavy traffic should not be encouraged through residential areas. If a small town like Sleaford can get a by-pass, surely Boston should continue to lobby for one. Woodlands and meadowlands provide essential environmental, recreational and educational facilities. Boston Woods Trust has a vision and should be encouraged and facilitated at every opportunity. They do not cost the Council anything, they fulfil an enormous part of the Boston Borough Council's requirements and they maintain their sites with voluntary work parties; and

4. It is noted that a Five Year Housing Land Supply (FYHLS) will be calculated separately for each authority. The latest reports show that neither authority has a five year supply. The current position is 2.7 years in Boston and 3 years in South Holland. If the FYHLS is to be calculated separately as proposed it is suggested that Policy 2 and Policy 12 should set out the settlement hierarchy and distribution of development by authority separately. It is suggested that more sites are allocated so there is certainty that each Council has a five year supply on adoption of the SELLP and beyond. When allocating sites the Joint Committee should be mindful that to maximise housing supply the widest possible range of sites, by size and market location are required so that house builders of all types and sizes have access to suitable land in order to offer the widest possible range of products. The key to increased housing supply is the number of sales outlets. Whilst some Sustainable Urban Extensions may have multiple outlets, in general increasing the number of sales outlets available means increasing the number of housing sites. So for any given time period, all else been equal, overall sales and build out rates are faster from 20 sites of 50 units than 10 sites of 100 units or 1 site of 1,000 units. The maximum delivery is achieved not just because there are more sales outlets but because the widest possible range of products and locations are available to meet the widest possible range of demand.

5.3 **Responses to the above comments:**

1. The Plan is not yet at the stage of making firm allocations of land for development, considering the infrastructure implications of the proposed development, or setting out an implementation strategy. These matters will be dealt with in later versions of the document;
2. Whilst traffic issues are one factor that should influence housing site selection, there are many other equally pertinent issues;
3. Whilst traffic issues are one factor that should influence housing site selection, there are many other equally pertinent issues. If a distributor road is constructed in association with new housing sites, care would need to be taken to ensure that traffic on the new road would not harm residential amenities. The Highway Authority has concluded that the provision of a bypass for Boston cannot be justified. It is agreed that the goals of the Boston Woods Trust are to be supported; and

4. It is not agreed that policies 2 and 12 need to be re-written to set out separate settlement hierarchies for Boston Borough and South Holland – a single Plan is being produced for the two local authority areas and it is therefore appropriate for a single hierarchy to be set out. It is, however, agreed that the allocation of a wide range of sites (including many smaller sites) is desirable.

- 5.4 **Conclusions on general comments** – It is not considered that the comments justify a change to the Plan's provisions.

6 MAJOR URBAN EXTENSIONS

- 6.1 **Comments received** - The following comment was made on the potential Major Urban Extension site ***Fen009 (Land between Punchbowl Lane and the River Witham, Boston)***:

1. The idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it.

- 6.2 **Response to the above comment:**

1. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”.

- 6.3 **Conclusions on site Fen009** – It is considered that, site Fen009 is not one of the more suitable potential Major Urban Extensions sites, and that it should not be taken forward as a Preferred Housing Site:

- amongst the potential Major Urban Extensions, the Sustainability Appraisal scores site Fen009 relatively well, with one positive (green) impact (for sustainability objective 1) and four negative (red) impacts being recorded (for sustainability objectives 2, 3, 6 and 9);
- amongst the potential Major Urban Extensions, this site is exposed to relatively low flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m');
- the Strategic Housing Land Availability Assessment (SHLAA) identifies that, with the exception of the north, its boundaries are defined by strong 'natural' features, and that its relationship with the existing town is good; and

- the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Fen009 is located on the western side of the town, its development could contribute directly to the provision of such a road, and take advantage of the benefits provided by such a road; however
- the site appears to be in at least 13 separate ownerships, and it has not been possible to identify the owners of 3 parcels of land. Thus, the intentions of all the owners are unknown, and the site cannot be considered as ‘available’ – if it were allocated, there would be no certainty that its owners would release it for development in a timely fashion. Consequently, the SHLAA identifies the site as ‘undevelopable’.

6.4 **Comments received** - The following comments were made on the potential Major Urban Extension site ***Fen011 (Land to the west of Punchbowl Lane, Boston)***:

1. The idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it; and
2. As one of the six owners of Fen011, I strongly support future approved development for housing/commercial or other on my land. This is with a view to making a small contribution to the delivery of a Boston Distributor Road. Should the development of surrounding land be approved I wish to maintain road access to my property via Middle Drove from Punchbowl Lane.

6.5 **Responses to the above comments:**

1. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”; and
2. The support is welcomed.

6.6 **Conclusions on site Fen011** – it is considered that site Fen011 is not one of the more suitable potential Major Urban Extensions sites, and that it should not be taken forward as a Preferred Housing Site:

- amongst the potential Major Urban Extensions, the Sustainability Appraisal scores site Fen011 relatively well, with one positive (green) impact (for sustainability objective 1) and four negative (red) impacts being recorded (for sustainability objectives 2, 3, 8 and 9);
- amongst the potential Major Urban Extensions, this site is exposed to relatively low flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m'); and
- the 4th Lincolnshire Local Transport Plan indicates that "it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy". Given that site Fen011 is located on the western side of the town, its development could contribute directly to the provision of such a road, and take advantage of the benefits provided by such a road; however
- the SHLAA identifies that, in terms of visual impacts, other options for major urban extensions are preferable – the site's western boundary is arbitrary, & its relationship with the existing town would be poor unless the land to its south (site Wes002/Wes007) or east (site Fen009) had already been developed; and furthermore
- the site appears to be in 6 separate ownerships, the intentions of two of the owners are unknown, and the site cannot be considered as 'available' – if it were allocated, there would be no certainty that its owners would release it for development in a timely fashion. Consequently, the SHLAA identifies the site as 'undevelopable'.

6.7 **Comments received** - The following comments (in four objections and one statement of support) were made on the potential Major Urban Extension site ***Fis017 (Land to the south of Wainfleet Road, Boston)***:

1. Because the town's road network is inadequate, a bypass or distributor road should be built before any housing at the developers' expense. Being on the eastern approach to town, it would have a serious impact on the traffic congestion on the Wainfleet Road and on along Spilsby Road. Not only would there be the volume of extra traffic, but the need for a significant junction feature would constitute a considerable restraint on traffic flow on the Wainfleet Road;

2. New primary and secondary schools, doctor's surgeries, community centres and park/play areas, and an enlarged hospital and police force are needed. The sewage treatment works at Fishtoft will require upgrades, and systems must be put into place to reduce smell;
3. There should be no access of any size onto Blackthorn Lane from the Fis017 site - if there is any way through from Rochford Tower Lane it will be used as a rat run;
4. Presumably the primary exit route for Fis017 will be onto Lindis Road. However, Lindis Road is a Designated Cycle Route, and Lindis Road's junctions onto Eastwood Road and Freiston Road are dangerous. Furthermore, the access to Lindis Road occurs between the Hardiway and Monteith Crescent junctions on the west side of Lindis Road - making a greater hazard than is surely necessary;
5. The site is crossed by several public footpaths, which must not be lost;
6. The area is rich in wildlife, i.e. green woodpeckers, kestrel, sparrow hawks, merlin, red leg partridge, hares, foxes, owls, amphibians in the Witham Forth drainage dyke between sites Fis001 and Fis017, frogs, toads and newts (common not great); and
7. Larkfleet Homes comments that site Fis017 is considered suitable for housing, and should be allocated for housing

6.8 Responses to the above comments:

1. The 4th Lincolnshire Local Transport Plan indicates that "it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy". Given that site Fis017 is located on the eastern side of the town, its development could not contribute directly to the provision of such a road, nor take advantage of the benefits provided by such a road - the traffic generated by its development would have to be carried by the existing local highway network;
2. The Plan is not yet at the stage of considering the detailed infrastructure implications of the proposed development, but these matters will be dealt with in later versions of the document and its accompanying Infrastructure Delivery Plan;

3. The Highway Authority has identified that the principle access into site Fis017 would need to be via a roundabout onto Wainfleet Road and that, if any access was permitted onto Blackthorn Lane, it should not be a through-route;
4. Vehicular access from site Fis017 would not be onto Lindis Road;
5. Existing public footpath routes across the site would need to be retained within any new residential layout;
6. The site has not been identified as being of any special wildlife value (i.e. it is not a Local Wildlife Site, etc.); and
7. The support is welcomed.

6.9 **Conclusions on site Fis017** – it is considered that site Fis017 is not one of the more suitable potential Major Urban Extensions sites, and that it should not be taken forward as a Preferred Housing Site:

- amongst the potential Major Urban Extensions, the Sustainability Appraisal gives site Fis017 the best score, with two positive (green) impacts (for sustainability objectives 1 and 8) and three negative (red) impacts being recorded (for sustainability objectives 2, 3, and 9); and
- The SHLAA identifies that all of the site's boundaries are defined by strong 'natural' features, and that its relationship with the existing town is good; however
- the site is in a single ownership and the owner has indicated that they intend to release the site for development in a timely fashion if it is allocated. However, no house-builder is currently involved and, compared to some other alternative sites, this raises some doubts about the achievability of the site (i.e. if a house-builder was promoting this site, there would be greater confidence that an allocation would be quickly taken up);
- amongst the potential Major Urban Extensions, this site is exposed to relatively severe flood risk ('flood zone 3a', 'danger for most', and '1.0m-2.0'); and

- furthermore, the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Fis017 is located on the eastern side of the town, its development could not contribute directly to the provision of such a road, nor take advantage of the benefits provided by such a road.

6.10 Comments received - The following comment was made on the potential Major Urban Extension site ***Fis023 (Land to the south and east of Toot Lane and east of Whitehouse Lane, Boston)***:

1. Natural England has some concern with site Fis023, which is partly within land highlighted by our Impact Risk Zones (IRZ) as functionally linked to the Wash Special Protection Area (SPA) where Pink Footed Geese have been known to forage.

6.11 Response to the above comment:

1. Site Fis023 is significant in size (47.9 hectares), and it cannot be ruled out that its development would have harmful impacts upon the Pink Footed Goose population.

6.12 Conclusions on site Fis023 - it is considered that site Fis023 is not one of the more suitable potential Major Urban Extensions sites, and that it should not be taken forward as a Preferred Housing Site:

- amongst the potential Major Urban Extensions, the Sustainability Appraisal scores site Fis023 relatively well, with one positive (green) impact (for sustainability objective 1) and four negative (red) impacts being recorded (for sustainability objectives 2, 3, 8 and 9); however
- the SHLAA identifies that, in terms of its visual impacts, other options for major urban extensions are preferable - its eastern and southern boundaries do not coincide with strong, 'natural' features, & its relationship with the existing town would be poor unless the land to its north-west (site Fis033) had already been developed;
- the objection from Natural England suggests that the site is partly within land highlighted by their Impact Risk Zones (IRZ) as functionally linked to the Wash Special Protection Area (SPA) where Pink Footed Geese have been known to forage;
- amongst the potential Major Urban Extensions, this site is exposed to the most severe flood risk ('flood zone 3a', 'danger for all', and '1.0m-2.0'); and

- furthermore, the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Fis023 is located on the eastern side of the town, its development could not contribute directly to the provision of such a road, nor take advantage of the benefits provided by such a road.

6.13 The following comments were made on the potential Major Urban Extension site **Nor012 (Land bounded by Willoughby Road, Pilley's Lane, and Sibsey Road, Boston)**:

1. The idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it; and
2. Wildlife habitats for bats, newts, wildfowl, deer, hawks, toads, birds, squirrels, hedgehogs would be lost forever. A tree-planted buffer should be provided between our houses and any new development. The view from our house of the countryside and open fields would be lost. If you look at the site, any new building would stick out like a sore thumb!

6.14 **Responses to the above comments:**

1. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”; and
2. The site has not been identified as being of any special wildlife value (i.e. it is not a Local Wildlife Site, etc.). The potential provision of a buffer between existing dwellings and the development site would be an issue for consideration at planning application stage. It is inevitable that the development of this site will change the outlook of existing nearby dwellings. However, this is equally true of all alternative sites. The SHLAA identifies that the site’s visual impacts would not be as severe as those of many alternatives - it is largely surrounded by the town's built-up area and, compared to some other options for major urban extensions, this site is very well located in relation to the built-up area.

6.15 **Conclusions on site Nor012** - it is considered that site Nor012 is not one of the more suitable potential Major Urban Extensions sites, and that it should not be taken forward as a Preferred Housing Site:

- the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Nor012 is located on the northern side of the town, its development could contribute directly to the provision of such a road, and take advantage of the benefits provided by such a road; and
- the SHLAA identifies that the site’s visual impacts would not be as severe as those of many alternatives - it is largely surrounded by the town's built-up area and, compared to other options for major urban extensions, this site is very well located in relation to the built-up area; however
- amongst the potential Major Urban Extensions, the Sustainability Appraisal scores site Nor012 relatively poorly, with one positive (green) impact (for sustainability objective 1), four negative (red) impacts (for sustainability objectives 2, 3, 4 and 9), and no white (neutral) impacts being recorded;
- amongst the potential Major Urban Extensions, this site is exposed to relatively severe flood risk (‘flood zone 3a’, ‘danger for most’, and ‘1.0m-2.0’); and
- the site appears to be in 6 separate ownerships, but the intentions of two of the owners are unknown, and the site cannot therefore be considered as ‘available’ – if it were allocated, there would be no certainty that its owners would release it for development in a timely fashion. Consequently, the SHLAA identifies the site as ‘undevelopable’.

6.16 The following comments were made on the potential Major Urban Extension site **Nor013 (Land bounded by Sibsey Road, Wainfleet Road, Willoughby Hills Road & Cowbridge Drain, Boston)**:

1. Historic England commented that housing site Nor013 will adjoin Spilsby Road Conservation Area. Further assessment is required to determine the impact on the significance of this heritage asset; and
2. Larfleet Homes commented that site Nor013 is considered suitable for housing and should be allocated for housing.

6.17 **Responses to the above comments:**

1. The site does not immediately adjoin the Conservation Area, and it is not accepted that its development would have substantive impacts upon this heritage asset; and
2. The support is welcomed.

6.18 **Conclusions on site Nor013** - it is considered that site Nor013 is not one of the more suitable potential Major Urban Extensions sites, and that it should not be taken forward as a Preferred Housing Site:

- amongst the potential Major Urban Extensions, this site is exposed to relatively low flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m'); however
- the 4th Lincolnshire Local Transport Plan indicates that "it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy". Given that site Nor013 is located on the north-eastern side of the town, its development could not contribute directly to the provision of such a road, nor take advantage of the benefits provided by such a road;
- amongst the potential Major Urban Extensions, the Sustainability Appraisal scores site Nor013 poorly, with one positive (green) impact (for sustainability objective 1), and five negative (red) impacts being recorded (for sustainability objectives 2, 3, 4, 8 and 9);
- the SHLAA identifies that, in terms of its visual impacts, other options for major urban extensions are preferable - this site does not relate as well to the town as other major sites; and
- the site appears to be in 6 separate ownerships, but the intentions of the majority of the owners are unknown, and the site cannot therefore be considered as 'available' – if it were allocated, there would be no certainty that its owners would release it for development in a timely fashion. Consequently, the SHLAA identifies the site as 'undevelopable'.

6.19 The following comments were made on the potential Major Urban Extension site ***Nor014 (Land bounded by Rawsons Lane, Horncastle Road, Red Cap Lane, Green Lane, & Tattershall Road, Boston)***:

1. The idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it; and
2. Historic England commented that site Nor014 adjoins Boston Cemetery Registered Park and Garden to the south. The cemetery includes three Grade II Listed buildings. The proposed site will significantly impact upon the setting of the cemetery. 19th century cemeteries, of which this is a very good example, were located in order to provide an Arcadian setting following the Roman tradition of locating cemeteries outside the settlement boundary. Whilst the town has grown up around the cemetery to the south it remains open to the north and so some of that character remains; there is some low level development to the north but it remains largely open. Development to the north would impact despite the ornamental planting having grown out to block views.

6.20 **Responses to the above comments:**

1. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”; and
2. At present, there is development on the opposite side of Red Cap Lane along approximately 44% of the Cemetery’s northern boundary. The allocation of site Nor014 might lead to the development of the remainder, which would be likely to have some impact upon the setting to the Registered Park and Garden. However, site Nor014 is large in size and would be likely to include substantial areas of open space and, provided a significant area of open space was created at the Red Cap Lane frontage, it is considered that such impacts could be mitigated.

6.21 **Conclusions on site Nor014** - it is considered that site Nor014 is not one of the more suitable potential Major Urban Extension sites, and that it should not be taken forward as a Preferred Housing Site:

- amongst the potential Major Urban Extensions, this site is exposed to relatively low flood risk (‘flood zone 3a’, ‘danger for most’, and ‘0.5m-1.0m’);
- the SHLAA identifies that, in terms of its visual impacts, the site relates well to the built-up area, and that its boundaries are defined by strong features; and

- the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Nor014 is located on the northern side of the town, its development could contribute directly to the provision of such a road, and take advantage of the benefits provided by such a road; however
- amongst the potential Major Urban Extensions, the Sustainability Appraisal gives site Nor014 the poorest score, with one positive (green) impact (for sustainability objective 1), and six negative (red) impacts being recorded (for sustainability objectives 2, 3, 4, 6, 8 and 9); and
- the site appears to be in 4 separate ownerships, but the intentions of two of the owners are unknown, and the site cannot therefore be considered as ‘available’ – if it were allocated, there would be no certainty that its owners would release it for development in a timely fashion. Consequently, the SHLAA identifies the site as ‘undevelopable’.

6.22 The following comments were made on the potential Major Urban Extension site ***Sou006 (Land to the south of Chain Bridge Road, Boston)***:

1. I object to this site due to the impact on nature & wildlife due to loss of habitat. A large part of this area is made up of grassland bordered by mature mixed hedgerows and it provides a valuable wildlife corridor. Only linear development should be permitted extending the dwellings alongside West End Road towards Wyberton;
2. The idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it. Even if Sou006 was developed there is still large areas of agricultural land to the south of the South Forty Foot drain that are not proposed for development and so a link could still not be made south of Boston;

3. Historic England commented that Sou006 will surround Scheduled Monument 1019528 "Moated site north east of Wyberton Hospital" to the south and west. It is not considered that the impact of near complete enclosure could be mitigated, given the existing open views which form an intrinsic part of the scheduled monument's setting; and
4. Chestnut Homes commented that the draft Local Plan does not identify specific housing allocations in Boston. The Q2 development (site Sou006) provides an overwhelming case for an allocation for a mixed use Sustainable Urban Extension in this Local Plan. The Quadrant project has been brought forward as a cohesive two phased development aimed at creating a Sustainable Urban Extension to the south western side of Boston, providing an attractive gateway into the town and delivering the initial phases of the distributor road. No other sites within those under consideration as future housing allocations are capable of delivering on this suite of policy objectives. The Whole Plan Viability Study has confirmed that the site is deliverable and developable. The current proposal not to charge CIL will significantly reduce the potential sites that could contribute to the delivery of the new distributor road, and the emphasis that the Plan gives to the delivery of the distributor road effectively makes Q2 the next logical site to be allocated, enabling the next phase of the road to be delivered following completion of the Q1 phase. We would therefore suggest that a similar policy to Policy 13 is adopted for the Boston area to incorporate the Q2 Quadrant development. The inclusion of The Quadrant Q2 as an employment site and with reference to the distributor road, provides additional justification for adopting this approach at this stage. There must be a recognition that a partnership approach will be required to deliver such large strategic sites and it is vital that these processes are progressed in tandem with the Local Plan process to ensure a robust case can be presented through the Local Plan process.

6.23 **Responses to the above comments:**

1. The site has not been identified as being of any special wildlife value (i.e. it is not a Local Wildlife Site, etc.);
2. The 4th Lincolnshire Local Transport Plan indicates that "it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy";

3. The site abuts the Scheduled Ancient Monument, but it is large in size and would be likely to include substantial areas of open space and, provided a significant area of open space was created in the vicinity of the Ancient Monument, it is considered that adverse impacts could be mitigated; and
4. The support for site Sou006 is welcomed. The Plan is not yet at the stage of making firm allocations of land for development, considering the infrastructure implications of the proposed development, or setting out an implementation strategy. These matters will be dealt with in later versions of the document.

6.24 **Conclusions on site Sou006** - it is considered that site Sou006 is one of the more suitable potential Major Urban Extension sites, and that it should be taken forward as a Preferred Housing Site:

- amongst the potential Major Urban Extensions, this site is exposed to the most severe flood risk ('flood zone 3a', 'danger for all', and '1.0m-2.0'); and
- amongst the potential Major Urban Extensions, the Sustainability Appraisal scores site Sou006 relatively poorly, with one positive (green) impact (for sustainability objective 1), four negative (red) impacts (for sustainability objectives 2, 3, 8 and 9), and no white (neutral) impacts being recorded; however
- the SHLAA identifies that, although its southern boundary does not follow any 'natural' feature, the site is surrounded by the town's built-up area on three sides and that its visual impacts will be acceptable;
- the 4th Lincolnshire Local Transport Plan indicates that "it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy". Given that site Sou006 is located on the south-western side of the town, its development could contribute directly to the provision of such a road, and take advantage of the benefits provided by such a road; and
- the site is being promoted by a house-builder and thus confidence about its achievability is high.

6.25 The following comments were made on the potential Major Urban Extension site ***Wes002 (Land to the south of North Forty Foot Bank, Boston)***:

1. Broadgate Builders have commented that site Wes002 is suitable for major allocation for development that can contribute to housing provision in the context of a mixed development that safeguards the future distributor road and brings about the means to partially implement it.

6.26 **Response to the above comment:**

1. The support is welcomed.

6.27 **Conclusions on site Wes002** - it is considered that site Wes002 is one of the more suitable potential Major Urban Extension sites, and that it should be taken forward as a Preferred Housing Site:

- amongst the potential Major Urban Extensions, this site is exposed to the most severe flood risk ('flood zone 3a', 'danger for all', and '1.0m-2.0'); however
- amongst the potential Major Urban Extensions, the Sustainability Appraisal scores site Wes002 relatively well, with one positive (green) impact (for sustainability objective 1) and four negative (red) impacts being recorded (for sustainability objectives 2, 3, 8 and 9);
- the 4th Lincolnshire Local Transport Plan indicates that "it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy". Given that site Wes002 is located on the western side of the town, its development could contribute directly to the provision of such a road, and take advantage of the benefits provided by such a road; and
- the site is being promoted by a house-builder and thus confidence about its achievability is high.

6.28 The following comment was made on the potential Major Urban Extension site ***Wit013 (Land between Tattershall Road and the Witham Way Country Park, Boston)***:

1. The idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it.

6.29 **Response to the above comment:**

1. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”

6.30 **Conclusions on site Wit013** - it is considered that site Wit013 is not one of the more suitable potential Major Urban Extension sites, and that it should not be taken forward as a Preferred Housing Site:

- amongst the potential Major Urban Extensions, this site is exposed to the least severe flood risk ('flood zone 3a', predominantly 'no hazard', and predominantly 'no hazard');
- amongst the potential Major Urban Extensions, the Sustainability Appraisal gives site Wit013 the second best score, with one positive (green) impacts (for sustainability objective 1) and three negative (red) impacts being recorded (for sustainability objectives 2, 3, and 9); and
- the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Wit013 is located on the north-western side of the town, its development could contribute directly to the provision of such a road, and take advantage of the benefits provided by such a road; however
- the SHLAA identifies that, although the site is contained by strong 'natural' boundaries, its relationship with the built-up area is poorer than some other options; and
- the site appears to be in at least seven separate ownerships. The intentions of some of the site's owners are currently unknown, and the owner of approximately 3.6 hectares of the site cannot be identified. The site cannot therefore be considered as 'available' – if it were allocated, there would be no certainty that its owners would release it for development in a timely fashion. Consequently, the SHLAA identifies the site as 'undevelopable'.

7 LARGE HOUSING SITES

7.1 The following comments were made on the potential Large Housing Site ***Fen006 (Land to the east of Fenside Road, Boston)***:

1. Fen006 is likely to be the subject of a planning application for a mixed private/social housing scheme upon resolution of Fen010, with a commencement date in 2020; and
2. The idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it.

7.2 **Responses to the above comments:**

1. The support is welcomed; and
2. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”

7.3 **Conclusions on site Fen006** - it is considered that site Fen006 is one of the more suitable potential large housing sites, and that it should be taken forward as a Preferred Housing Site:

- the Highway Authority indicates that the existing highway infrastructure is unsuitable to serve residential development of this scale without some fairly significant structural improvement, widening, footway & drainage provision. As a result, the SHLAA identifies that viability may be uncertain; however
- amongst the potential Large Housing Sites, the Sustainability Appraisal gives site Fen006 the second best score, with two positive (green) impacts (for sustainability objectives 1 and 8) and two negative (red) impacts being recorded (for sustainability objectives 3, and 9);
- amongst the potential Large Housing Sites, this site is exposed to the least severe flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m');

- the SHLAA identifies that its development would not have harmful effects upon the character or appearance of the area - although the site has an open countryside character, it is well-related to the town's existing built-up area & is contained by a strong & defensible 'natural' western boundary (Fenside Road); and
- the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Fen006 is located on the north-western side of the town, its development could contribute directly to the provision of such a road, and take advantage of the benefits provided by such a road.

7.4 The following comments were made on the potential Large Housing Site ***Fen014 (Land to the east of Punchbowl Lane and south of Washdyke Lane, Boston)***:

1. The idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it.

7.5 **Responses to the above comments:**

1. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”.

7.6 **Conclusions on site Fen014** - it is considered that site Fen014 is not one of the more suitable potential large housing sites, and that it should not be taken forward as a Preferred Housing Site:

- the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Fen014 is located on the north-western side of the town, its development could contribute directly to the provision of such a road, and take advantage of the benefits provided by such a road; and

- amongst the potential Large Housing Sites, this site is exposed to the least severe flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m'); however
- amongst the potential Large Housing Sites, the Sustainability Appraisal gives site Fen014 the worst score, with one positive (green) impacts (for sustainability objective 1) and four negative (red) impacts being recorded (for sustainability objectives 2, 3, 6, and 9); and
- the site appears to be in five separate ownerships, and the intentions of one owner are unknown. The site cannot therefore be considered as 'available' – if it were allocated, there would be no certainty that its owners would release it for development in a timely fashion. Consequently, the SHLAA identifies the site as 'undevelopable'.

7.7 The following comments were made on the potential Large Housing Site ***Fis001 (Land to the east of Lindis Road, Boston)***:

1. Cyden Homes support the site and indicate that, owing to open space and SuDS requirements, the developable area is 6 ha., giving a maximum capacity of around 180 dwellings. Any proposals will include the necessary flood mitigation measures. Anglian Water confirm there are no sewers or water mains crossing the site, and that the local water network has capacity and the foul sewer network has capacity for the development. Sufficient land has been secured onto Lindis Road to accommodate the required visibility standards. The proposed 180 dwellings is below the maximum allowed from one highway access and should ease concerns of visibility issues on Freiston Road/Eastwood Road. We have agreements with all land owners and the site could be delivered in the first part of the Plan period;
2. Two landowners support the site; and
3. Twenty-seven separate objections were received to this site, the contents of which are summarised below:
 - the site's development will lead to the loss of top quality agricultural land;
 - the provision of a vehicular access onto Blackthorn Lane would hugely change the street's character;
 - drains which abut existing homes will be piped and turned into paths, which will disturb the occupants of the existing homes;

- new dwellings will overlook existing homes, especially given that flood risk mitigation will require the construction of particularly tall houses;
- existing footpaths across the site will be lost;
- the wildlife which currently uses the site will be lost;
- the additional population will further overload the area's already stressed infrastructure – schools, doctors, hospital, fire service, police, etc.
- there are no amenities for children (parks, etc.) locally;
- the introduction of additional people to the area will increase pollution, rubbish, dog fouling, etc.
- part of the site will have been contaminated by its previous use as a scrapyards;
- surface water flooding will be worsened by the introduction of impermeable roofs, roads and paved areas;
- water supply infrastructure will need to be upgraded;
- foul sewers will need to be upgraded; and
- the site's development will compromise highway safety because:
 - visibility onto Lindis Road is poor;
 - the new access will conflict with the existing junctions of Monteith Crescent and Hardiway;
 - the junctions of Lindis Road with Eastwood Road and Freiston Road are poor;
 - the Local Plan shows Lindis Road as a 'Cycle Route', and increasing traffic on such a route will lead to accidents; and
 - routes from this part of town towards the town centre area already overloaded.

7.8 **Responses to the above comments:**

1. The support is welcomed;
2. The support is welcomed; and
- 3.

- the majority of the site is classified as ‘best and most versatile’ agricultural land, but this is equally true of all greenfield sites in and around Boston. It is accepted that it is preferable to develop previously-developed sites, but such sites are not available in sufficient numbers to meet Boston’s housing needs;
- vehicular access to site Fis001 would not be via Blackthorn Lane;
- issues concerning the treatment of drains would be considered at the time of a planning application, but are not material in considering whether this site would make a suitable housing allocation;
- it is inevitable that the development of this site would change the outlook of existing nearby dwellings, but this is equally true of all alternative sites. At the time of a planning application, the layout and design of a scheme would be carefully scrutinised to minimise overlooking and privacy loss;
- existing public footpath routes across the site would need to be retained within any new residential layout;
- the site has not been identified as being of any special wildlife value (i.e. it is not a Local Wildlife Site, etc.);
- the Local Plan will need to demonstrate how arising infrastructure needs will be met, and these matters will be dealt with in later versions of the document and the Infrastructure Delivery Plan that will accompany it;
- the provision of new open space would be required as part of the development of the site;
- it is inevitable that the development of this site would impact upon the character of the area, but this is equally true of all alternative sites;
- it is likely that part of the site has been contaminated by previous use, and that remediation works would need to be carried out. However, it is considered unlikely that such costs would impact upon development viability;
- Anglian Water Services Ltd. has indicated that development on this site would need to incorporate sustainable drainage systems, which are intended to replicate natural systems (to collect and store surface water before slowly releasing it back into the environment) and prevent surface water impacting on neighbouring land;

- Anglian Water Services Ltd. has indicated that upgrades to the water supply network will be required to serve this proposed development;
- Anglian Water Services Ltd. has indicated that upgrades to the foul sewerage network will be required to serve this proposed development;
- the Highway Authority comments that (whilst it has reservations about development that would have the potential to increase vehicular activity on Lindis Road and in particular at the junction of Lindis Road with Freiston Road/Eastwood Road), having regard for the strong message in the National Planning Policy Framework (NPPF) of promoting residential development in sustainable locations (which this most definitely is), it is supportive of this allocation. In more detail the Highway Authority indicates that:
 - the new standards in Manual for Streets bring the junction visibility at the site entrance within the prescribed standards. 180 dwellings is very high for a cul-de-sac but, as the site is presented, there is no option for the provision of a second access point. The best that could be hoped for is therefore that the internal layout is 'looped' to give residents options for routes and to all service vehicles to not have to undertake unnecessary reversing manoeuvres;
 - the access point would not cause unacceptable conflicts with Monteith Crescent and Hardiway;
 - there is poor visibility at the junction of Lindis Road with Freiston Road and, ideally, some improvements would be made here as a condition of any planning permission. However, there is no presently unused highway land within which engineering works might be undertaken to improve visibility, and the developer is unlikely to be in control of the property at the junction to be able to effect improvement work. The question would then be is the visibility sufficiently poor that the site should not be allocated for residential development? Guidance for this is at para. 32 of the NPPF, and the test is that the residual cumulative impact would have to be 'severe'. Indications from Planning Inspectors' decisions is that the bar for 'severity' has been set very high – with a strong presumption in favour of approving residential development in sustainable locations. Accident data shows that, whilst there have been one serious and two slight injury collisions at this junction in the past five years, these did not involve vehicles leaving Lindis Road and there is no evidence that the poor visibility is causing an injury accident problem;
 - Lindis Road is indeed a signed cycle route but, provided drivers give due consideration to other road users, this should not necessarily indicate against the allocation of the site; and

- there is congestion on a number of routes and at junctions within Boston (and elsewhere) at peak periods but the development of the suggested 180 dwellings would not add materially to that congestion such that the site should not be allocated for residential development.

7.9 **Conclusions on site Fis001** - it is considered that site Fis001 is one of the more suitable potential large housing sites, and that it should be taken forward as a Preferred Housing Site:

- the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Fis001 is located on the eastern side of the town, its development could not contribute directly to the provision of such a road, nor take advantage of the benefits provided by such a road; and
- amongst the potential Large Housing Sites, this site is exposed to relatively severe flood risk (‘flood zone 3a’, ‘danger for most’, and ‘1.0m-2.0m’); however
- although many objections to the site were received, none of the matters raised affects the potential suitability of the site for allocation;
- amongst the potential Large Housing Sites, the Sustainability Appraisal gives site Fis001 the best score, with three positive (green) impacts (for sustainability objectives 1, 3, and 8) and two negative (red) impacts being recorded (for sustainability objectives 2, and 9); and
- the SHLAA concludes that the site’s development would have no harmful effects upon the character of the area - the site is surrounded by existing development on three sides, although long views are available from the east. The allocation of this land would be unlikely to generate pressure for further eastward expansion, given that it is contained by a strong & defensible 'natural' eastern boundary.

7.10 The following comment was made on the potential Large Housing Site ***Fis025 (Land to the south and east of Toot Lane, Boston)***:

1. Natural England has some concern with site Fis025, which is partly within land highlighted by our Impact Risk Zones (IRZ) as functionally linked to the Wash Special Protection Area (SPA) where Pink Footed Geese have been known to forage.

7.11 **Response to the above comment:**

1. Site Fis025 is significant in size (21.21 hectares), and it cannot be ruled out that its development would have harmful impacts upon the Pink Footed Goose population.

7.12 **Conclusions on site Fis025** - it is considered that site Fis025 is not one of the more suitable potential Large Housing Sites, and that it should not be taken forward as a Preferred Housing Site:

- amongst the potential Large Housing Sites, the Sustainability Appraisal gives site Fis025 the worst score, with one positive (green) impacts (for sustainability objective 1) and four negative (red) impacts being recorded (for sustainability objectives 2, 3, 8, and 9);
- the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Fis025 is located on the eastern side of the town, its development could not contribute directly to the provision of such a road, nor take advantage of the benefits provided by such a road;
- amongst the potential Large Housing Sites, this site is exposed to the most severe flood risk (‘flood zone 3a’, ‘danger for all’, and ‘1.0m-2.0m’);
- the SHLAA identifies that the site’s development will have major impacts upon the character and appearance of the area - its arbitrary southern and eastern boundaries are a particular concern in this respect. However, it also acknowledges that development on this scale also offers opportunities to mitigate such impacts effectively and, provided that land to its north-west was developed first, it is well-related to the town's built form; and
- the objection from Natural England suggests that the site is partly within land highlighted by their Impact Risk Zones (IRZ) as functionally linked to the Wash Special Protection Area (SPA) where Pink Footed Geese have been known to forage.

7.13 No comments were made on the potential Large Housing Site ***Fis033 (Land to the west of Toot Lane, Boston)***:

7.14 **Conclusions on site Fis033** - it is considered that site Fis033 is one of the more suitable potential large housing sites, and that it should be taken forward as a Preferred Housing Site:

- the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Fis033 is located on the eastern side of the town, its development could not contribute directly to the provision of such a road, nor take advantage of the benefits provided by such a road;
- amongst the potential Large Housing Sites, this site is exposed to the most severe flood risk (‘flood zone 3a’, ‘danger for all’, and ‘1.0m-2.0m’); however
- the site has attracted no objections;
- amongst the potential Large Housing Sites, the Sustainability Appraisal gives site Fis033 the third best score, with two positive (green) impacts (for sustainability objectives 1, and 8) and three negative (red) impacts being recorded (for sustainability objectives 2, 3 and 9);
- the SHLAA concludes that its development would have no harmful effects upon the character and appearance of the area - land to the north and west of Toot Lane does not have an open countryside character, and development would not appear as an extension into countryside; and
- site Fis033 has a total area of 18.98 hectares, but planning permission is now outstanding for the residential development of the northern-most 10.83 hectares (ref. B/14/0103), and western-most 0.77 hectares (ref. B/15/0211). Site Fis033 is perceived as a discrete unit of land contained by Toot Lane and, given that planning permission is outstanding for the residential development of more than 60% of the total site area, it is considered illogical to seek to resist the development of the remaining 7.38 hectares.

7.15 The following comment was made on the potential Large Housing Site ***Wes004 (Land to the south of North Forty Foot Bank, Boston)***:

1. The idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it.

7.16 **Response to the above comment:**

1. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”

7.17 **Conclusions on site Wes004** - it is considered that site Wes004 should not be taken forward as a Preferred Housing Site because it lies entirely within the boundaries of Wes002 and, in paragraph 6.27 of this Housing Paper it is concluded that site Wes002 should become a Preferred Housing Site (i.e. it is already proposed to be allocated as part of a larger site).

7.18 No comments were made on the potential Large Housing Site **Wyb033** (***Land to the north of Tytton Lane East, Boston***):

7.19 **Conclusions on site Wyb033** - it is considered that site Wyb033 is one of the more suitable potential large housing sites, and that it should be taken forward as a Preferred Housing Site:

- the 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. Given that site Wyb033 is located on the southern side of the town, its development could not contribute directly to the provision of such a road, nor take advantage of the benefits provided by such a road;
- amongst the potential Large Housing Sites, this site is exposed to the most severe flood risk ('flood zone 3a', 'danger for all', and '1.0m-2.0m'); however
- the site has attracted no objections;
- amongst the potential Large Housing Sites, the Sustainability Appraisal gives site Wyb033 the third best score, with two positive (green) impacts (for sustainability objectives 1, and 8) and three negative (red) impacts being recorded (for sustainability objectives 2, 3 and 9); and

- the SHLAA concludes that its development would not have harmful effects upon the character of the area - although the more southern parts of the site have a more rural character, none of it has an open countryside character, as it is visually dominated by the existing neighbouring residential development.

8 SMALLER HOUSING SITES

8.1 No comments were made on the potential Smaller Housing Site **Cen001** (**Land to the north of Whitehorse Lane, Boston**):

8.2 **Conclusions on site Cen001** - it is considered that site Cen001 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- amongst the potential Smaller Housing Sites, this site is exposed to relatively severe flood risk ('flood zone 3a', 'danger for all', and '0.5m-1.0m'); however
- the site has attracted no objections;
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal gives site Cen001 the fourth best score, with five positive (green) impacts (for sustainability objectives 1, 3, 8, 9 and 13) and no negative (red) impacts being recorded; and
- the SHLAA concludes that its redevelopment would have no harmful effects upon the character of the area, and that it is a 'developable' site.

8.3 The following comments were made on the potential Smaller Housing Site **Fen001** (**Land to the west of Fenside Road, Boston**):

1. the idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it;
2. the owner advises that a planning application is intended to be submitted in April 2016, and that the site will be available for development in 2018; and

3. site Fen001 was designated in the 1990 Local Plan and the Interim 2006 Plan as meadow/woodland and when we purchased our property in 2011 the classification of the land remained the same. When the Boston Woods Chairman contacted the Council in 2014 it was still designated for woodland/meadowland. We would like to reiterate the need for this site to be retained for woodland/meadowland to expand Grange Wood as part of the overall Boston Woods.

8.4 **Responses to the above comments:**

1. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. In practice, however, it is unlikely that the development of this site would facilitate the delivery of a distributor road, given its small size;
2. The support is welcomed; and
3. The site has never been “designated as meadow/woodland” in a Local Plan – the 1999 adopted Local Plan identified Fen001 simply as ‘Countryside’, whilst the 2006 Interim Plan showed it as being within the ‘Countryside’ and the ‘Boston Woods Project Area of Search’. Nonetheless, the emerging Local Plan is supportive of the aims of the Boston Woods Project (and acknowledges the Project’s achievements in paragraph 7.1.12, and on Inset Map No. 1). However, the fact that a ‘Potential Housing Site falls within the ‘Boston Woods Project Area of Search’ is not considered to be a tenable reason to conclude that it should not be taken forward as a Preferred Option Housing Allocation – the ‘Area of Search’ covers most undeveloped land immediately to the west and north of Boston, and would effectively mean that housing growth would be restricted to the south and east only.

8.5 **Conclusions on site Fen001** - it is considered that site Fen001 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- amongst the potential Smaller Housing Sites, this site is exposed to relatively severe flood risk (‘flood zone 3a’, ‘danger for most’, and ‘1.0m-2.0m’); and
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal gives site Fen001 the second-worst score, with two positive (green) impacts (for sustainability objectives 1 and 8) and three negative (red) impacts (for sustainability objectives 3,6, and 9) being recorded; however

- although objections to the site were received, none of the matters raised affect the potential suitability of the site for allocation; and
- the SHLAA concludes that its development would have no harmful effects upon the character of the area, as it is visually contained by the existing built-up area and woodland, and that it is a 'developable' site.

8.6 The following comment was made on the potential Smaller Housing Site ***Fen002 (Land to the north of Langrick Road, Boston)***:

1. The site's owners would make it available for residential development, and consider that the land should be allocated as a Housing Site.

8.7 **Response to the above comment:**

1. The support is welcomed.

8.8 **Conclusions on site Fen002** - it is considered that site Fen002 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- amongst the potential Smaller Housing Sites, this site is exposed to the most severe flood risk ('flood zone 3a', 'danger for all', and '1.0m-2.0m'); however
- no objections to the site were received;
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal scores site Fen001 well, with three positive (green) impacts (for sustainability objectives 1, 8, and 9) and no negative (red) impacts being recorded; and
- the SHLAA concludes that its redevelopment would have no harmful effects upon the character of the area, and that it is a 'developable' site.

8.9 The following comments were made on the potential Smaller Housing Site ***Fen003 (Land to the east of Punchbowl Lane, Boston)***:

1. the idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it; and

2. Larkfleet Homes commented that this site was recently approved in principle for the development of up to 100 dwellings. Subject to gaining approval of the reserved matters we would expect to start on site by September 2016. This site should be allocated for housing, or identified as a commitment in the Local Plan.

8.10 **Responses to the above comments:**

1. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. In practice, however, it is unlikely that the development of this site would facilitate the delivery of a distributor road, given its small size; and
2. As at 31st March 2016, the planning permission (ref. B/15/0343) had not yet been issued, awaiting the completion of a Section 106 Agreement. Nonetheless, it would be appropriate for site Fen003 to be shown as a ‘Housing Commitment’.

- 8.11 **Conclusions on site Fen003** – given that planning permission for its residential development will soon be outstanding, site Fen003 should be identified as a ‘Housing Commitment’.

8.12 The following comments were made on the potential Smaller Housing Site ***Fen010 (Land to the north of Puritan Way, Boston)***:

1. the idea of there one day being a road linked through this site to provide Boston with a distributor road is farcical. This will just provide 'Rat Runs'. Who is going to pay for new roundabouts and bridges? The road would also not be dual carriageway so would just move the congestion to other areas, not relieve it; and
2. the site’s owners commented that Fen010 is likely to be the subject of a planning application in Feb/Mar 2016 with development commencing late 2016 or early 2017.

8.13 **Responses to the above comments:**

1. The 4th Lincolnshire Local Transport Plan indicates that “it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy”. In practice, however, it is unlikely that the development of this site would facilitate the delivery of a distributor road, given its small size; and

2. The support is welcomed.

8.14 **Conclusions on site Fen010** - it is considered that site Fen010 should not be taken forward as a Preferred Housing Site because it lies entirely within the boundaries of Fen006 and, in paragraph 7.3 of this Housing Paper it is concluded that site Fen006 should become a Preferred Housing Site (i.e. it is already proposed to be allocated as part of a larger site).

8.15 No comments were made on the potential Smaller Housing Site ***Fis002*** (***Land to the north-east of Fishtoft Road, Boston***):

8.16 **Conclusions on site Fis002** - it is considered that site Fis002 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- the Highway Authority identified that access into this site is severely compromised by the frontage hedge & the fact that the site is on the inside of a bend. The hedge would have to be removed and appropriate visibility splays formed. It is difficult to assess if safe access could be achieved while the hedge remains; however
- amongst the potential Smaller Housing Sites, this site is exposed to relatively less severe flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m');
- the site has attracted no objections;
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal scores site Fis002 relatively well, with two positive (green) impacts (for sustainability objectives 1, and 8) and two negative (red) impacts (for sustainability objectives 2 and 9) being recorded; and
- the SHLAA concludes that its development would have no harmful effects upon the character and appearance of the area, and that it is a 'developable' site.

8.17 No comments were made on the potential Smaller Housing Site ***Fis003*** (***Land to the east of White House Lane, Boston***):

8.18 **Conclusions on site Fis003** - it is considered that site Fis003 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- amongst the potential Smaller Housing Sites, this site is exposed to the most severe flood risk ('flood zone 3a', 'danger for all', and '1.0m-2.0m'); however
- the site has attracted no objections;

- amongst the potential Smaller Housing Sites, the Sustainability Appraisal scores site Fis002 relatively well, with two positive (green) impacts (for sustainability objectives 1, and 8) and two negative (red) impacts (for sustainability objectives 2 and 9) being recorded; and
- the SHLAA concludes that its development would have no harmful effects upon the character and appearance of the area - it is enclosed by urban land-uses on three sides & relates well to the town's existing built-up area. The allocation of this land would be unlikely to generate pressure for further eastward expansion, given that it is contained by a strong & defensible 'natural' eastern boundary.

8.19 The following comments were made on the potential Smaller Housing Site ***Fis038 (Land to the west of Church Green Road, Boston)***:

1. Natural England has some concern with site Fis038, as it is partly within land highlighted by their Impact Risk Zones (IRZ) as functionally linked to the Wash Special Protection Area (SPA) where Pink Footed Geese have been known to forage; and
2. The site's owner indicated that the site is immediately available for development, and that a planning application is to be submitted within 6 months, and development to commence within 24 months.

8.20 **Responses to the above comments:**

1. site Fis038 has an area of 1.76 hectares, and it is considered unlikely that its development would impact significantly upon the Pink Footed Goose population; and
2. the support is welcomed.

8.21 **Conclusions on site Fis038** - it is considered that site Fis038 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- although an objection to the site was received, it is not considered that the issue raised affects the potential suitability of the site for allocation; and
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal gives site Fis038 a relatively poor score, with two positive (green) impacts (for sustainability objectives 1, and 8) and three negative (red) impacts (for sustainability objectives 2, 3 and 9) being recorded; however

- the SHLAA concludes that its development will not harm the character and appearance of the area (the site is surrounded on two sides by the town's built-up area, and its development would have little impact), and that it is a developable site; and
- amongst the potential Smaller Housing Sites, this site is exposed to relatively less severe flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m').

8.22 The following comment was made on the potential Smaller Housing Site **Nor006 (Land to the west of Horncastle Road, Boston)**:

1. Historic England commented that site Nor006 adjoins Boston Cemetery Registered Park and Garden to the south. The cemetery includes three Grade II Listed buildings. The proposed site will significantly impact upon the setting of the cemetery. 19th century cemeteries, of which this is a very good example, were located in order to provide an Arcadian setting following the Roman tradition of locating cemeteries outside the settlement boundary. Whilst the town has grown up around the cemetery to the south it remains open to the north and so some of that character remains; there is some low level development to the north but it remains largely open. Development to the north would impact despite the ornamental planting having grown out to block views.

8.23 **Response to the above comment:**

1. site Nor006 does not adjoin the Cemetery – it is separated from it by existing frontage dwellings on the northern side of Red Cap Lane. The site's development would not materially impact upon the 'openness' of land to the north of the Cemetery.

8.24 **Conclusions on site Nor006** - it is considered that site Nor006 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- although an objection to the site was received, it is not considered that the issue raised affects the potential suitability of the site for allocation; and
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal gives site Nor006 a poor score, with two positive (green) impacts (for sustainability objectives 1, and 8) and five negative (red) impacts (for sustainability objectives 2, 3, 4, 6 and 9) being recorded; however

- amongst the potential Smaller Housing Sites, this site is exposed to relatively less severe flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m'); and
- the SHLAA concludes that its development would have no harmful effects upon the character of the area (it is largely enclosed by the town's built-up area, and few views into the site are available from public vantage points (except for distant views)), and that it is a developable site.

8.25 No comments were made on the potential Smaller Housing Site ***Pil002 (Land to the south of Main Ridge East, Boston)***:

8.26 **Conclusions on site Pil002** - it is considered that site Pil002 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- the site has attracted no objections;
- amongst the potential Smaller Housing Sites, this site is exposed to relatively less severe flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m');
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal gives site Pil002 the joint best score, with six positive (green) impacts (for sustainability objectives 1, 2, 3, 8, 9 and 13) and no negative (red) impacts being recorded; and
- the SHLAA concludes that its redevelopment would have no harmful effects upon the character of the area, and that it is a 'developable' site.

8.27 No comments were made on the potential Smaller Housing Site ***Pil005 (Land to the north of Main Ridge East, Boston)***:

8.28 **Conclusions on site Pil005** - it is considered that site Pil005 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- the site has attracted no objections;
- amongst the potential Smaller Housing Sites, this site is exposed to relatively less severe flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m');

- amongst the potential Smaller Housing Sites, the Sustainability Appraisal gives site Pil005 the joint best score, with six positive (green) impacts (for sustainability objectives 1, 2, 3, 8, 9 and 13) and no negative (red) impacts being recorded; and
- the SHLAA concludes that its redevelopment would have no harmful effects upon the character of the area, and that it is a 'developable' site.

8.29 No comments were made on the potential Smaller Housing Site ***Pil006 (Boston Delivery Office, South End, Boston)***:

8.30 **Conclusions on site Pil006** - it is considered that site Pil006 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- the site has attracted no objections;
- amongst the potential Smaller Housing Sites, this site is exposed to relatively less severe flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m');
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal gives site Pil005 the third-best score, with six positive (green) impacts (for sustainability objectives 1, 2, 3, 8, 9 and 13), no neutral (white) impacts, and no negative (red) impacts being recorded; and
- the SHLAA concludes that its redevelopment would have no harmful effects upon the character of the area, and that it is a 'developable' site.

8.31 The following comment was made on the potential Smaller Housing Site ***Sou001 (Land to the west of Wyberton Low Road, Boston)***:

1. the site's owner supports the proposed housing site Sou001.

8.32 **Response to the above comment:**

1. The support is welcomed.

8.33 **Conclusions on site Sou001** - it is considered that site Sou001 should not be taken forward as a Preferred Housing Site because it lies entirely within the boundaries of Wyb033 and, in paragraph 7.19 of this Housing Paper it is concluded that site Wyb033 should become a Preferred Housing Site (i.e. it is already proposed to be allocated as part of a larger site).

8.34 No comments were made on the potential Smaller Housing Site **Ski001** (**Land to the north of Mill Road, Boston**).

8.35 **Conclusions on site Ski001** - it is considered that site Ski001 should not be taken forward as a Preferred Housing Site because planning permission (ref. B/15/0100) is outstanding for its redevelopment with 108 dwellings. Consequently, this site should be shown as a 'Housing Commitment'.

8.36 No comments were made on the potential Smaller Housing Site **Wes001** (**Land to the west of Freshney Way, Boston**).

8.37 **Conclusions on site Wes001** - it is considered that site Wes001 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- amongst the potential Smaller Housing Sites, this site is exposed to the most severe flood risk ('flood zone 3a', 'danger for all', and '1.0m-2.0m'); however
- the site has attracted no objections;
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal scores site Wes001 relatively well, with two positive (green) impacts (for sustainability objectives 1, and 8) and two negative (red) impacts (for sustainability objectives 2 and 9) being recorded; and
- the SHLAA concludes that its development would have no harmful effects upon the character of the area, and that it is a 'developable' site.

8.38 No comments were made on the potential Smaller Housing Site **Wit005** (**Land to the west of Longhurst Gardens, Boston**).

8.39 **Conclusions on site Wit005** - it is considered that site Wit005 is not one of the more suitable potential Smaller Housing Sites, and that it should not be taken forward as a Preferred Housing Site because:

- amongst the potential Smaller Housing Sites, this site is exposed to the least severe flood risk ('flood zone 3a', 'no hazard', and '0m-0.25m');
- the site has attracted no objections; and
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal scores site Wit005 relatively well, with two positive (green) impacts (for sustainability objectives 1, and 8) and one negative (red) impacts (for sustainability objective 9) being recorded; however

- the site owner's intentions are unknown, and thus the site cannot be considered as 'available' – if it were allocated, there would be no certainty that its owner would release it for development in a timely fashion. Consequently, the SHLAA identifies the site as 'undevelopable'.

8.40 The following comment was made on the potential Smaller Housing Site **Wit008 (Land to the south of Norfolk Street, Boston)**:

1. Support the residential redevelopment of this site, but request that better access to the Old St Mary's Convent is taken into consideration when plans are finalised. It is most difficult to get cars or vans down to the Old St Mary's Convent - all other service vehicles have to park wherever. On another note lighting down this road is poor, and this area is often used as a toilet.

8.41 **Response to the above comment:**

1. The support is welcomed. Issues concerning access to the Old St Mary's Convent, and lighting on North Street can be dealt with at application stage but are not material to the consideration of whether the site is suitable for allocation.

8.42 **Conclusions on site Wit008** - it is considered that site Wit008 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- amongst the potential Smaller Housing Sites, this site is exposed to relatively less severe flood risk ('flood zone 3a', 'danger for most', and '0.5m-1.0m');
- the site has attracted no objections;
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal scores site Wit008 well, with five positive (green) impacts (for sustainability objectives 1, 3, 4, 8 and 9) and one negative (red) impacts (for sustainability objective 13) being recorded; and
- the SHLAA concludes that the site's redevelopment will not harm the character and appearance of the area, and that it is a 'developable' site.

8.43 No comments were made on the potential Smaller Housing Site **Wyb013 (Land to the south of Swineshead Road, Boston)**.

8.44 **Conclusions on site Wyb013** - it is considered that site Wyb013 is one of the more suitable potential Smaller Housing Sites, and that it should be taken forward as a Preferred Housing Site:

- amongst the potential Smaller Housing Sites, this site is exposed to the most severe flood risk ('flood zone 3a', 'danger for all', and '1.0m-2.0m'); however
- the site has attracted no objections;
- amongst the potential Smaller Housing Sites, the Sustainability Appraisal scores site Wyb013 relatively well, with three positive (green) impacts (for sustainability objectives 1, 3, and 8) and two negative (red) impacts (for sustainability objectives 2 and 9) being recorded; and
- the SHLAA concludes that and would not have harmful effects upon the character of the area (few public views into the site are available), and that it is a 'developable' site.

9 NEW SITES

9.1 Six new sites were put forward for consideration as Potential Housing Sites:

- Site Cen008 - Land to the west of Spalding Road, Boston. The SHLAA identifies this site as being undevelopable because of transport issues and 'bad neighbour' uses which might impact upon residential amenities;
- Fen016 - Boston Carlton Centre, Carlton Road, Boston. The SHLAA identifies this site as being undevelopable because it is not available;
- Fis047 - Land to the west of Wythes Lane, Boston. The SHLAA identifies this site as being undevelopable because it would have adverse environmental impacts and is poorly located;
- Ski004 - Land to the east of Kitwood Road, Boston. The SHLAA identifies this site as being undevelopable because it is not available, and because its development would lead to the loss of open space/green infrastructure;
- Wyb039 - Land to the south of St Leodegar's Close, Boston. The SHLAA identifies this land as being undevelopable because it would have adverse environmental impacts and is poorly located; and
- Wyb040 - Disused petrol station, London Road, Boston. The SHLAA identifies this land as developable but, because it would deliver fewer than 10 dwellings, it is considered too small in size to be a Housing Allocation. Nonetheless, this site could potentially contribute to the town's housing provisions – see paragraph 10.1 below.

10 PREFERRED OPTIONS HOUSING ALLOCATIONS AND TRAJECTORY

10.1 The following sites are taken forward as a Preferred Housing Sites: Sou006, Wes002, Fen006, Fis001, Fis033, Wyb033, Cen001, Fen001, Fen002, Fis002, Fis003, Fis038, Nor006, Pil002, Pil005, Pil006, Wes001, Wit008 and Wyb013. These sites have a capacity of 4,681 dwellings, which exceeds the residual requirement of 3,560 dwellings. Furthermore, the settlement boundary offers seven additional opportunities which, whilst too small in size to be Housing Allocations, are nonetheless assessed as developable by the SHLAA – sites Fen004, Fis019, Ski002, Ski003, Sts002, Wit009, and Wyb040. Taken together, these additional seven sites could deliver 51 dwellings.

10.2 These allocations provide the following trajectory for Boston. [N.B. The capacity of the allocated sites assumes that they will be developed at a density of 30 dwellings to the hectare. In practice, they may be developed at a higher density.]

	Years 1-5	Years 6-10	Years 11-15	Years 16-20	Years 21-25	Years 26+	TOTAL
Completions	513	-	-	-	-	-	513
Commitments	-	1,150	595	87	0	0	1,832
Sou006	0	0	400	500	500	499	1,899
Wes002	0	0	400	500	478	0	1,378
Fen006	0	50	125	65	0	0	240
Fis001	0	50	125	5	0	0	180
Fis033 (part without p.p.)	0	50	125	46	0	0	221
Wyb033	0	50	200	0	0	0	250
Cen001	0	19	0	0	0	0	19
Fen001	0	24	31	0	0	0	55
Fen002	0	24	11	0	0	0	35
Fis002	0	12	0	0	0	0	12
Fis003	0	50	40	0	0	0	90
Fis038	0	50	3	0	0	0	53
Nor006	0	50	21	0	0	0	71
Pil002	0	13	0	0	0	0	13
Pil005	0	14	0	0	0	0	14
Pil006	0	12	7	0	0	0	19
Wes001	0	11	0	0	0	0	11
Wit008	0	24	12	0	0	0	36
Wyb013	0	50	35	0	0	0	85
Fen004	0	9	0	0	0	0	9
Fis019	0	4	0	0	0	0	4
Ski002	0	4	0	0	0	0	4
Ski003	0	8	0	0	0	0	8
Sts002	0	4	0	0	0	0	4
Wit009	0	9	0	0	0	0	9
Wyb040	0	8	0	0	0	0	8
TOTAL	513	1,749	2,130	1,203	978	499	7,072

