

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

Post_title: 01: Boston

ID1: 1026

comment_author: Cyden Homes

comment_content:

Support Fis001. Owing to open space and SUDS requirement the developable area is 6 Ha. The maximum capacity would be around 180 dwellings. We have significant current and historical experience of developing in Boston and confirm any proposals will include the necessary flood mitigation measures consistent with the EA's recommendations, including raising floor levels by 1 m above existing levels, use of flood gates, and flood resilient construction methods. Anglian Water confirm there are no sewers or water mains crossing the site. They also confirm 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 historical 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.

Officer Comment:

The support is welcomed

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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ID1: 1027 comment_author: Penny Lait

comment content:

ReWit008: I am writing to request that better access to the Old St Mary's Convent is taken into consideration when plans are finalised for the building of the said properties. I do think its an extremely good idea to use this land as planning due to the shortages of accommodation in Boston, but would hope that access to Mayflower House (as its now called) would be significantly better than it is currently. It is most difficult to get cars or vans down to Mayflower House, all other service vehicles have to park wherever. On another note lighting down this road is poor, this area is often used by people using the road as a toilet, which I know is not your concern, but I wonder about the lighting.

Officer Comment:

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.

Officer Recommendation:

Site Wit008 should be taken forward as a Preferred Housing Site.

ID1: 1028 comment_author: Mr & Mrs Dunmore

comment content:

Object to Fis001. Roads and access from two proposed roads into Lindis Road. This would not be a viable road access for this site of 224 houses due to the fact it is between Monteith Crescent and Hardiway increasing volume of traffic from all roads, Visibility would be poor as there is a turning from Blackthorn Lane and a very bad corner on Tower Road where traffic can and does come at fast speed. You also propose an emergency road nearby so in fact you are having another road nearby where people and children will cut through both emergency and Blackthorn Roads to the schools near us. The junction on Eastwood Road, Lindis Road, Freiston Road and Woodthorpe Avenue is already congested mornings, evenings and in the day at certain times with children, cars, buses trying to cross the roads. What do you propose to do about the extra volume of traffic here? Will the Council take responsibility for any fatalities that happens with child accidents etc because of these extra houses and traffic due to their infrastructure and inability to provide better facilities and planning involved in this site. No cycle paths for children or adults in this area. Also no yellow lines here. Traffic from shops trying to get onto Eastwood Road will be congested from the shops especially Beesons butchers as they can enter from Lindis Road? There will be more short cuts taken through Blackthorn Lane and the emergency road putting lives at risk. There are no supermarkets this side of town and the traffic will have to go down Main Ridge and Skirbeck Road which are not adequate thoroughfares for the volume of traffic involved. Also you have four roads at Church Road, Wellington corner and Freiston Road which will be more of a distraction

Officer Comment:

Highway issues - 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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

for people going into Church Road and Frieston Road towards Spilsby Road.

Water and sewerage pipes need looking into and result in replacing, Are you going to joint existing Victorian pipes that lead across the field to this site. Do you not think you had better put all new pipes out to the Maud Foster Drain ?

Surface water needs provision for otherwise we will have surface water coming off concrete paths etc onto our gardens therefore giving us an overflow of water on our land. Who is and will be responsible for this.

Do you intend to fill the dykes in at the back of us, some of which we own on our deeds.

Pollution and Environmental issues There will be extra, pollution and environmental problems with this site extra rubbish will amass with this amount of houses. Dog fouling will increase on the paths all around us.

The proposed site was a scrap yard for over 100 years so the site needs to have tests done for all metal components that was on the site in the years i.e. Lead, mercury, asbestos, diesel oil as this could be a contaminated site used until the early or late nineties.

Amenities for Children No amenities for children except bowling alley. No parks nearby for them to "kick a ball" No Community Halls where any clubs for children to go.

The schools already are 40% oversubscribed in this area. Local government and general education authorities will not give any more money to expand Hawthorn Tree School so where are the extra children going? You could be talking of 800 extra children in

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.

Surface Water Issues - 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.

Treatment of dykes - 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.

Pollution and environmental issues - It is inevitable that the development of this site would impact upon the

this area and shortage of nurseries. Also Drs Hospitals, Fire, Police. There is no Drs surgery, medical centre this side of town. The doctors in Boston are already overflowing with people who cannot get appointments to see their regular doctor. The hospital is not big enough to take extra influx of people Skegness A/E going to close. What about the summer months it will take longer than six hours to see a nurse. Child had acute appendicitis taken in ambulance at 5.00. Not seen by anyone until 5.p,m in pain saw Dr at 6.50 did not get a bed until 11 pm and had her op at midnight. Is this good enough. Shortage of Nurses, doctors, police, etc in town. Two fire engines support the town many of them retained firemen. What about the fire service and policing offered this will need to be increased.

Wildlife. The wildlife will be affected on this site as at the moment we have lots of bird life around us: Magpies, Kestrels, Hawks, Robins and small birds. We have hedgehogs at the bottom of our garden every year you are going to destroy all of this. This site will destruct all the wildlife we have.

If the paths are taken away the dog owners will have nowhere to let their dogs off and have a run. There has already been publicity with dog fouling on Ashlawn Drive/Tower Road because children coming to school with dog faeces on their shoes. This will increase. The wildlife taken will be a destruction to local Ecosystem by driving it away,

I do hope there will be a meeting near this site so people of Blackthorn Lane, Lindis Road, Eastwood Road, Tower Road, Monteith Crescent and Hardiway can put forward their opinions as a lot of people in this area know nothing of this site coming up for housing

character of the area, but this is equally true of all alternative sites.

Contamination - 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.

Amenities for children - The provision of new open space would be required as part of the development of the site.

Infrastructure - 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.

Wildlife - The site has not been identified as being of any special wildlife value (i.e. It is not a Local Wildlife Site, etc.).

Footpaths - Existing public footpath routes across the site would need to be retained within any new residential layout

planning in the near future and I think they have a right to know personally. May I suggest Rochford Hall for a general meeting to be held somewhere so people can walk to attend this.

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ID1: 1029 comment_author: Mrs B Doughty

comment content:

Object to Fis001. Roads and access for a way to come onto Lindis Road. This would not be a viable road access for this site of 224 houses due to the fact it is between Monteith Crescent and Hardiway increasing volume of traffic from all roads. Visibility would be poor as there is a turning from Blackthorn Lane and also a very bad turning off Tower Road. The junction on Eastwood Road, Lindis Road, Freiston Road and Woodthorpe Avenue is already congested mornings and evenings with traffic and school buses. Also lorries delivering to nearby Coop Supermarket and one stop shop. What do you propose to do about the extra volume of traffic here? Will the Council take responsibility for any fatalities of any person child when accidents happen because of these extra houses and traffic due to their lack of infrastructure and inability to provide better facilities and planning involved in this site.

Sewers and drainage. Water and sewerage pipes need looking into and result in replacing several drains are already blocked in Eastwood Road. We have been informed the pipes existing across this field are Victorian. Do you not think you had better put all new pipes out to the Maud Foster Drain?

No amenities for children. No parks nearby for them to play.

Children's schools are already oversubscribed by 40% at all junior schools. Local government education dept will not give Hawthorn Tree any more money to expand. Where are the extra children to attend? Drs Hospitals,

Officer Comment:

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- 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

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Fire, Police. There are no Drs surgery, medical centres this side of the town. The doctors in Boston are already overflowing with people who cannot get appointments to see their doctors.

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Sewers and Drainage - 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.

Amenities for children - The provision of new open space would be required as part of the development of

the site.

Infrastructure - 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.

ID1:

1030

comment_author:

Mrs N Haddock

comment content:

Being a resident and owner of property that backs up to the planned development for 224, 2 story buildings, oppose such a plan on the grounds we would be overlooked and lose our privacy. I also understand they will also need to be built higher to protect against future flood.

Our properties have never been flooded, may be at risk with any surplus water from new development.

I also oppose any plan the developer may have regarding the dyke that runs along side and bottom ends of our garden, beyond our boundary. If it is piped and paved, forming a passage way for school children, dog walkers etc to use, so making it a dirty noisy place where vandals may damage our existing fences etc, my biggest fear.

Officer Comment:

Overlooking - 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.

Surface Water - 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.

Dykes - 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

Officer Recommendation:

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ID1: 1031 comment_author: Mrs J Ward

comment content:

Re Fis001: As a resident of Lindis road my concerns are as follows: Volume of traffic: road already busy at school times, used as a rat run & 30 mph speed limit is not adhered to, putting my children's lives & others in danger. Additional housing would increase this. Access on Lindis Road & Eastwood Road have poor visibility, again putting road users & pedestrians at risk. Will there be cycle routes introduced? Children cycling along Eastwood Road & Lindis Road are at danger on the roads in these areas - additional traffic etc would increase this risk. Some resort to riding on the pavement- this is unacceptable as, 1, it is against the law and, 2, the pavements are not big enough.

Lack of amenities: Local schools at capacity or unable to extend. No GP surgery to serve the area. No decent supermarket, especially now Morrisons are due to close. Will there be cycle routes introduced?

No decent play area or green area for local children to play on, would this be introduced?

Officer Comment:

Highway issues - 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:

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Infrastructure - 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.

Amenities for children - The provision of new open space would be required as part of the development of the site.

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ID1: 1032 comment_author: Sam Bishop

comment content:

Re Fis 001: I am writing in reference to the potential house builds on the land at the back of our property on Blackthorn Lane (FIS001) Naturally we have concerns over such a big development and these are what I would like to share with you, under this consultation window. At present Blackthorn Lane is a quiet dead end road (one of it's many appeals). We are worried about turning a lovely quiet lane into a busy throughfare street. Could the access into the proposed builds be looked at so as to keep Blackthorn Lane a dead end? Could access be gained for Rochford Tower Lane and Lindis road only?

We also have concerns over the type of build, as these would appear to all be houses? These would need to be raised due to the flood risk, therefore having more of an impact into our private gardens and the potential to be overlooked.

With such a large estate potentially being planned, we have concerns over where the new influx of children would be educated? Tower Road / St Marys' school is already full and d sn't have much space to build on? Hawthorn Tree will be fuller soon too as they will be building on the land close to it soon. And secondary schools? Much a similar problem. Also, how would the extra influx of people impact on Boston's infrastructure - doctors, hospital, supermarkets, road network etc? All of which are extremely busy as it is at present. Will there be any improvements made to these? A new doctors surgery for instance? I hope that these issues are taken into consideration for the town and our Lane.

Officer Comment:

Vehicular access - vehicular access to site Fis001 would not be via Blackthorn Lane.

Overlooking - 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.

Infrastructure - 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.

Officer Recommendation:

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ID1: 1033 comment_author: Mr N Baggaley

comment content:

Object to Fis001 leading onto Lindis Road because of even more traffic problems. The problems being the residents on the eastside of the Witham have to cross the River Witham to access large supermarkets and DIY centres and major routes out of Boston, ie Kings Lynn, Spalding and Sleaford. The amount of traffic trying to make its way to the Haven bridge down Skirbeck Road, Eastwood Road, Main Ridge, Tower Road, Frieston Road, Princes Anne Road, and Tolfield Road, will be even more congested. As mentioned in your notes turning right onto Freiston Road off Lindis Road is dangerous. Before going ahead with anymore development on the East side there needs to be a ring road around the town and at least one new bridge over the river Witham plus a major shopping park on the east side of town to alleviate these problems.

Officer Comment:

Highway issues - 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:

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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.

ID1: 1034 comment_author: Mr & Mrs Sanderson

comment content:

Re Fis001 I am opposing the proposed housing development entrance/exit being via Tommy Shooters property. I am not opposed to housing development as such as I appreciate people need houses. I don't think the entrance/exit to the new housing development should be accessible via car because: I think Lindis Road is already used heavily by people taking children to five surrounding schools, the road is also used by people getting to the Pilgrim Hospital every morning. Noise pollution has greatly increased over the last few years to an unprecedented level. The junction at Eastwood/Freiston road is already overloaded, the road is already dangerously busy. A new junction at Tommy Shooters could definitely lead to accidents. I live with two young children directly opposite and so this concerns me greatly.

I consider Blackthorn Lane to be a more suitable junction because: The road is already established and little used. The width of the road is more or less the same. There is a junction at Princess Anne Road allowing traffic access to local schools and Pilgrim Hospital without going on to already busy Lindis Road. Blackthorn Lane junction enables people to turn right to go into town which again would alleviate the junction at Eastwood Road/Freiston Road.

Officer Comment:

Highway issues - 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:

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Blackthorn Lane - vehicular access to site Fis001 would not be via Blackthorn Lane.

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ID1: 1035 comment_author: Mr T Bradley

comment content:

Fis001 The site layout will need to take into account 2 public footpaths that cross the site. At present they provide a pleasant walk across the field. But what will it be like covered in 224 dwellings.

Because of the flood risk rating of this site, 1 to 2 metres, the proposed dwellings will have to built a minimum of 2 storeys or more. In this elevated position they will overlook existing properties bordering this development in Eastwood Road, Lindis Road and Blackthorn Lane invading the privacy of these residents and devaluing their properties.

The site d s not offer the provision of a school or doctors surgery or any other amenities necessary for any new development. To build new houses without new amenities is a recipe for disaster as all local facilities at the moment are stretched to their limit.

The highway authority comments lead one to doubt the safety of the proposed junction onto Lindis Road, being very close to junctions with Hardiway and Monteith Crescent and the restricted view at the junction of Lindis Road, Eastwood Road and Freiston Road and bearing in mind the number of children that use this route to and from school, its surely a risk too far. I must therefore oppose development on this site.

Officer Comment:

Public Footpaths - Existing public footpath routes across the site would need to be retained within any new residential layout

Overlooking - 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.

Infrastructure - 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.

Highway issues - 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:
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development.

ID1:

1036

comment_author: Mr & Mrs Price

comment content:

Re Fis001. At present we have to watch Montieth Crescent, Blackthorn Lane, Hardiway traffic from Tower Road and from Eastwood Road and Freiston Road when we leave our drive. Another road so close to the others would make this part of the road extremely dangerous, especially for school children, many of whom cycle. 224 new dwellings = 224 extra cars. The area is effectively a dead end with only one access point, if I have correctly understood. This is a very dangerous concept in every aspect.

However, many extra school places, in an area already serving 5 schools at the moment, plus Pilgrim Hospital.

Officer Comment:

Highway issues - 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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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.

Infrastructure - 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.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1037 comment_author: Aspbury Planning Limited

comment_content:

Have submitted land on behalf of Lincolnshire Diocese Trust & Board of Finance for consideration as a housing site to the south of St Leodegars Close. It abuts Wyb010 and follows Boundary Drain to the A16.

Officer Comment:

This site has been registered as Wyb039. The Strategic Housing Land Availability Assessment (SHLAA) identifies this land as being undevelopable because it would have adverse environmental impacts and is poorly located

Officer Recommendation:

Site Wyb039 should not be taken forward as a Preferred Housing Site.

ID1: 1039 comment_author: Mrs E Davies

comment_content:

I support the proposed building in Fis001. The area is a good area to build because next to a good selection of houses, which g s in its favour. When people are looking to buy a house, the quality of the area and the amenities are important. Boston town centre is only a short distance away, walking only takes a few minutes and by car there is plenty of parking. It is also on a very good bus route. In the other direction you are only a few minutes away from the rural area of Boston. I fully support the builder in the structure of planning the number of dwellings put forward. From my own past experience there has never been any flooding in the area, or problems with the roads or traffic. There is good access to the development from Lindis Road, via Shooters land. The major hospital is close and school facilities are also quite close.

Officer Comment:

The support is welcomed.

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

ID1: 1040 comment_author: Miss Sally Minns

comment content:

Sou006: I strongly object to this proposed development 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. 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.

Fen001, Fen003, Fen006, Fen009, Fen010, Fen011, Fen014, Nor012, Nor014, Sou006, Wes004, Wit013. The idea of there one day being a road linked through these sites 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.

Officer Comment:

The site has not been identified as being of any special wildlife value (i.e. it is not a Local Wildlife Site, etc.).

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".

Officer Recommendation:

Site Sou006, Fen001, and Fen006 should be taken forward as a Preferred Housing Sites.

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ID1: 1041 comment_author: Mr & Mrs T Dainty

comment content:

Fis001 We believe the following points should be given the most serious consideration before any decisions are made about any buildings being allowed on this site:
This is first class arable land

The site will be covered by non absorbent buildings, roads and driveways. This will increase the risk of flooding, made worse by the possible loss of dykes, which in itself will make this possibility more probable.

Does this mean taller houses ie overlooking existing properties, hence decreasing the privacy of residents surrounding this area. Is there also a possibility of loss of direct sunlight onto the gardens bordering this site? The concentration of buildings and its population will destroy the very reason why many of the residents decided to move to Blackthorn Lane. It is quite peaceful, road that is on the edge of the countryside. This will be destroyed by the proposed development. We most definitely oppose this suggestion.

The over concentration of housing in this space will generate more traffic on to Lindis Road through the only egress. Lindis Road is used by many children going to and from school - a very possible chance of fatal accidents. When on Lindis Road this increase in traffic will exacerbate the already dangerous junction onto Eastwood/Freiston Road.

The road from this site will require the removal of the old Tommy Shooter scrap yard. This will disturb any toxic materials (Asbestos and other dangerous chemicals) buried on the site, constituting a danger to

Officer Comment:

Agricultural land quality - 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.

Surface water flooding - 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.

Overlooking - 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.

Highway issues - 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:

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

the general public as well as the nearby residents. Will any remnants be transferred inadvertently to the building area?

While mentioning pollution the increase in roadways etc.

Will affect the surrounding area with higher light pollution as well as general litter.

From 224 houses to be built how many school-age children will be expected? Where will these children be educated? The local schools cannot cope with present numbers of children, likewise with medical/dental services.

Also the recreational facilities in this area for children is not adequate.

This proposal does not take into account the loss of public footpaths enjoyed by the general public, particularly dog owners, as access to the countryside and its wildlife.

Obviously the ecosystem will be very damaged.

- 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.

Contamination - 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;

Pollution - 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.

Infrastructure - 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.

Amenities for children - The provision of new open space would be required as part of the development of the site.

Footpaths - Existing public footpath routes across the site would need to be retained within any new residential layout.

Wildlife - The site has not been identified as being of any special wildlife value (i.e. It is not a Local Wildlife Site, etc.)

ID1:

1042

comment_author: Mr & Mrs Wilson

comment content:

I am writing with my concerns over the proposed housing development on the field between Eastwood Rd and Blackthorn Lane Boston titled Fis001. We purchased our house on Eastwood Road as we liked the idea of fields behind, and not to be over looked by houses.

My concerns are not only to be overlooked by others but how the development will affect the environment and safety of others. The proposed road way on to the development for the 224 houses off Lindis road would be extremely dangerous, at either end of Lindis Rd the 2 junctions at Eastwood Rd/Freiston Rd and Tower Rd/Freiston Rd are crossroads and are not the safest due to them having restricted views and it would only be a matter of time before someone will be seriously hurt or worse as these junctions would not be able to cope with the additional volume of traffic. The developments on Mill Rd Boston and Toot Lane Boston would be more than enough additional properties for this end of town and have a safer route to and from their locations, also the traffic from the Freiston Rd end and Tower Rd is already at a high volume getting in to or across town and this would just add to the congestion. There are no supermarkets this side of Boston this adding to even more congestion to John Adams Way to get to the other side of Boston.

There is no proposed recreational ground.

There are no proposed schools for the additional volume if children that this development would bring. Where are the local amenities? New doctors surgery?

Officer Comment:

Overlooking - 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.

Highway issues - 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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

Would there be a new surgery? The doctors are already at full capacity with people having to wait up to a month for an appointment, all these need to be addressed or lives are being put at risk and more strain on the already struggling NHS and A&E department.

We are constantly reminded to support local farmers and buy fresh local produce, if all of the fields are built on their would be no local produce left giving supermarkets the power to increase prices.

The proposed site is part of an old scrap yard which would harbour Mercury and other such dangerous chemicals deep within the soil.

Also the additional volume of houses would have a major effect on the existing sewerage system which would need to be completely removed and upgraded which I have been informed currently runs through the field.

All in all the only way that this would work is to put in a new school, recreational areas, new supermarket and the two crossroads at the end of Lindis Rd and Tower road to have major alterations done to make them safe and to be able to cope with the additional volume of cars along with a bypass to relieve the congestion through the centre of Boston.

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.

Childrens Amenities - The provision of new open space would be required as part of the development of the site.

Infrastructure - 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.

Agricultural land quality - 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.

Contamination - 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.

Sewers - Anglian Water Services Ltd. has indicated that upgrades to the foul sewerage network will be required to serve this proposed development

ID1: 1043 comment_author: Natural England

comment_content:	Officer Comment:	Officer Recommendation:
<p>Natural England has some concern with the following sites: FIS038, FIS025, FIS023 on the eastern side of Boston - these site are 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.</p>	<p>Sites Fis023 and Fis025 are significant in size (47.9 hectares), and it cannot be ruled out that their development would have harmful impacts upon the Pink Footed Goose population.</p> <p>Site Fis038 has an area of 1.76 hectares, and it is considered unlikely that that its development would impact significantly upon the Pink Footed Goose population</p>	<p>Sites Fis023 and Fis025 should not be taken forward as a Preferred Housing Site.</p> <p>Site Fis038 should be taken forward as a Preferred Housing Site.</p>

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ID1: 1044 comment_author: John & Margaret Ruck

comment content:

Fis017. Our comments regard the site as a whole and in general. The road network in and around Boston is completely inadequate for today's traffic volumes with only two river crossings in the town. Any little problem i.e. Road works, rail barrier failure or accident and Boston is totally gridlocked. If Boston is ever to get a bypass or distributor road it should be built before any housing at the developers expense or a very high proportion towards it. As already stated by county education dept. New facilities would be required for primary and secondary schools. We also think more doctors surgeries, community centres and park/play areas are needed. Pilgrim Hospital is expanding its maternity ward at the moment, will it also be having more surgery and A&E wards plus car parking for the growing population. Sewage treatment works at Fishtoft will require upgrades to the works. At the moment (or late in 2015) I understand 800-1,000 tons of dried cake was taken away by lorry from the site. I hope systems are put into place to reduce the smell when the extra tonnage is also removed. A modest access onto Blackthorn Lane in my opinion there should be no access of any size, not even modest on to Blackthorn Lane from FIS 017 site if there is any way through from Rochford Tower Lane it will without a doubt be used as a rat run/short cut to avoid traffic hold-ups at Burton Corner/Pilgrim Hospital, High School, Tollfield Road junction and Bargate roundabout and same in reverse for traffic coming from the south side of Boston to Skegness and the coast. We also have concerns regarding noise pollution on an over-populated site. Will Boston's police force be increased as the town's population increases. The whole area

Officer Comment:

Fis017 - 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. 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. 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. Existing public footpath routes 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.). Although site Fis017 is considered to be developable, it is not considered to be one of the best potential Major Urban Extension sites, and is therefore not proposed to be taken forward as a Preferred Housing Site.

Fis001

Highway issues - The Highway Authority comments that (whilst it has reservations about development that

Officer Recommendation:

Notwithstanding that the grounds of the objection are not entirely accepted, site Fis017 should not be taken forward as a Preferred Housing Site.

Site Fis001 should be taken forward as a Preferred Housing Site.

between Blackthorn Lane, Lindis Road and Eastwood Road and Rochford Lane has several public footpaths these must not be lost to people that use them daily. Will the Ramblers' Ass. Be notified of the plans? The area is also rich in wildlife we have 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).

FIS001. Blackthorn Lane is our address and has been for nearly 20 years. In this time I have had countless near-misses when turning from Lindis Road into Blackthorn Lane with vehicular traffic and bicycles coming out of Princess Anne Road and failing to give way at the junction with more traffic this can only get worse. The Water main feeding Blackthorn Lane is small 2-3" The FIS001 site would require a larger feed than this. A supply from Lindis Road main would, I think, have a siphon effect on Blackthorn Lane water pressure. The sewage/foul water would I presume go first to the small pumping station at Woodthorpe Avenue. Is this station capable to pump the extra volume on to the next one on Eastwood Road. The comments re: the junction of Lindis and Eastwood Roads is very true. The junction at Tower Road and Frieston Road is also very difficult when turning right towards Bargate Bridge. This I am sure will also have its share of conflicts. Since moving to this address we have enjoyed an open aspect at the rear of our home which has been a plateau of tranquillity. Along with other residents I hope consideration will be given on the site layout that houses don't back up to bungalows and other overpower them. Especially since the FFL will be at least a metre high before building starts. I hope also that there will be a total ban on installation and use of

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:

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wood burning stoves. Bats are also in residence at Shooters cow shed and have been for many years. I believe it is illegal to even disturb bats or their roosting sites and alternative roosting has to be provided if they are evicted.

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.

Water supply - Anglian Water Services Ltd. has indicated that upgrades to the water supply network will be required to serve this proposed development.

Sewers - Anglian Water Services Ltd. has indicated that upgrades to the foul sewerage network will be required to serve this proposed development.

Overlooking - 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.

Wildlife - The site has not been identified as being of any special wildlife value (i.e. It is not a Local Wildlife Site, etc.)

ID1:

1045

comment_author: Christine Cheer

comment content:

FIS 001 Fishtoft I have been advised by a neighbour regarding plans to build behind my property at BlackThorn Lane, Boston. This would affect the value of my property and the outlook, as a large number of 224 dwellings are being proposed on this site.

The other concern is the access at Lindis Road: I have seen how congested the road is, particularly at 9.00 am when people are generally going to work and on school runs etc. Also the access down Blackthorn Lane is poor as residents tend to park their cars outside their houses which would make emergency services i.e. Ambulances, fire engines difficult to get down Blackthorn Lane. If plans go ahead, I would seriously consider moving away, as it would spoil one of the nicest areas in Boston.

Officer Comment:

Overlooking - 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.

Highway issues - 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:

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- 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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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.

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ID1: 1046 comment_author: Marion Grace Smith

comment content:

Proposed planning for 18.8 acres of land off Lindis Road, Boston This land has an option agreement with Cyden Homes Ltd - Manor Farm Offices, Laceby, Grimsby DN37 7EA and non-intrusive investigations have been carried out. Myself and all owners of this land are in agreement to applying for planning permission.

Officer Comment:

The support is welcomed

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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ID1:

1047

comment_author:

Robert Doughty Consultancy Ltd

comment content:

FEN002 "LAND NORTH OF LANGRICK ROAD, BOSTON"
As you may be aware, we represent Mr and Mrs Julian who are the owners of the land referred to on the Boston Inset Map as Fen002, where it is identified as a Potential Housing Site and is located within the Settlement Boundary. We note the Local Plan Team's appraisal of the land as Achievable, Suitable and Developable and confirm that the owners would make it Available for residential development. We are surprised to note that the Local Plan Team consider that it has issues with transport" although we see that despite this it is still considered to be 'suitable'. Considering the explanation under the transport heading, the issues with transport appear to be related to an earlier planning application, later withdrawn, which sought to develop the land at 30dph (providing for 35 dwellings) which the Highway Authority at that time considered 'ambitious'. Should this concern still exist it could be readily addressed by a reduction in density, to say 25 dph, which would overcome it. We consider that in the circumstances related above our client's land should be included within the proposed Boston Inset Map allocated as a Housing Site.

Officer Comment:

The support is welcomed.

Officer Recommendation:

Site Fen002 should be taken forward as a Preferred Housing Site.

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ID1:

1048

comment_author: Hume Planning Consultancy Ltd

comment content:

Allied to the level of housing provision proposed for the town of Boston, i.e. 5,900 dwellings, should be the means of implementing it. This is a substantial level of provision. Unlike Spalding, there is no spatial strategy for the town, with consideration of the necessary infrastructure required to support it. Like Spalding, Boston has the need for further traffic improvements to both accommodate new development and solve existing transportation problems. The Framework requires Local Plans to indicate broad locations for strategic development on the Proposals Map and allocate sites to promote development, bringing forward new land where necessary (para 157). The Plan fails to do this for Boston and is therefore in conflict with the Framework. This renders the Plan unsound in that it has not been positively prepared, is not effective and is inconsistent with National Policy (para 182 of the Framework). The Proposals Map for the town has a Safeguarding Corridor for the Western Distributor Road, which is subject to Policy 31, yet the Plan has no proposals as to how this will be implemented. Only potential housing sites are indicated on the Proposals Map. This lack of detail needs to be addressed.

Broadgate have land interests to the west of the town, where they have an ongoing development programme. This area 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. A plan is attached to these Representations showing a site for such an allocation. It is not possible within the scope of these

Officer Comment:

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.

The support is welcomed [The objector has not clearly identified the site, but it is assumed that they are referring to site Wes002]

The objector has not clearly identified the site, but it is assumed that they are referring to site Wyb010, which was identified by the Strategic Housing Land Availability Assessment as undevelopable because it would have adverse environmental impacts and a poor location, and because its development may have adverse impacts on natural assets.

Officer Recommendation:

No change is necessary.

Site Wes002 should be taken forward as a Preferred Housing Site.

Site Wyb010 was not identified as a Potential Housing Site, and should not be taken forward as a Preferred Housing Site.

Representations to go into the detail of how this might be progressed, however, Broadgate will constructively enter into discussions with the Borough Council so as consideration can be given to allocating a site in the Submission Draft Plan, enabling the proposal to be the subject of consultation during the Plan's progression to Examination and rendered sound. The Plan's preference for concentrating development at Boston needs to be reinforced by a positive allocation.

The following site is capable of providing additional dwellings as follows: Wyberton, London Road - A proposal for 120 dwellings phased over the Plan period.

ID1: 1049 comment_author: Robin Borrett

comment content:

Site Fis001 my comments can be divided into: Firstly, those which relate to how I perceive development of Fis001 may affect my property and secondly how it may affect the wider surrounding area. 1 (a) My property has a 60 metre boundary bordering the southern edge of Fis001. Along this common border and into the field and my garden there is regular flooding. The land to the south and east of my property, owned by Lincolnshire CoOp has been raised. If the same was to happen in Fis001 my land would be surrounded and could turn into a permanent pond. For me, good drainage in and on Fis001 is an important issue. 1 (b) Oversight into my garden with the consequence of lack of privacy could be a serious issue for me, depending on exactly where and what the developer planned to build. If dwellings were proposed close to my boundaries I would like to see bungalows built rather than 2/3 story houses. 2. Regarding the area as a whole: a. I agree wholeheartedly with the Highway Authority comments. Any development of Fis001 would make it essential to develop a good junction on to Lindis Road and a better junction at the x-roads at the top of Lindis Road. b. Is any provision being made for a "green space/play area" if Fis001 and Fis017 are developed? c. D s Tommy Shooters Old scrap yard need decontaminating?

Officer Comment:

Surface water flooding - 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.

Overlooking - 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.

Highway issues - 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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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.

Open space - The provision of new open space would be required as part of the development of the site.

Contamination - 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.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1050 comment_author: Brian Roy

comment content:

Thank you for supplying me with the Consultation Draft of the SE Lincs Local Plan as it affects Boston. I have made specific comments in relation to two sites with which I am familiar, but should like in this covering letter to refer to the broader issue of traffic congestion to which development of some of the sites would adversely contribute. Being situated close against the East Coast and cut in two by the River Witham, Boston has two major traffic routes into town from the south and the west. Heavy traffic is evident on these roads (A16 and A52) at most hours of the day. Though the roads concerned are generally adequate, long traffic queues build up into town on the A16 to the traffic island near Liquorpond Street, and on Sleaford Road up to the Asda turning. Getting out of town on these roads also presents difficulties - especially as much northbound traffic leaves in a westerly direction in order to join the A1 to Newark. The roads to the North and East of Boston don't carry so much traffic, the major exception being the holiday traffic of the summer season. Even outside holiday time, however, the tailback of incoming vehicles to the Spilsby Road/Sibsey Road junction is a serious matter, causing extreme frustration, and wasting time for commercial drivers and private motorists alike. On most of these occasions the misery of drivers often continues into town, along John Adams Way and over the bridge to the pivotal Liquourpond Street Traffic Island. While not denying the case for some infill on smaller housing sites East of the town, it would surely be advisable to restrict any major urban extension developments to sites on the West side of the River Witham. Dramatically increasing the number of dwellings East of the Witham

Officer Comment:

Whilst traffic issues are one factor that should influence housing site selection, there are many other equally pertinent issues.

Officer Recommendation:

No change is necessary.

would contribute significantly to traffic congestion, especially along the routes leading to East-to-West bridge crossings in the town, and, obviously, make it needlessly difficult for occupiers of any such new properties to travel out of Boston. Sites on which to build the local plans residual requirement of 3,795 dwellings are easily identifiable on Boston's South and Western outskirts, and could be integrated with plans for Boston's West side distributor road. In summary in order to avoid adding to Boston's traffic congestion, further development of a domestic or industrial nature, should be sites on the southern and western aspects of the town.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1051 comment_author: Brian Roy

comment content:

FIS001 Though this site fits well with surrounding patterns of dwellings, its point of access poses considerable difficulties. The connection with Lindis Road would make a very awkward junction, especially given the proximity of Monteith Crescent and Hardiway. Lindis Road itself is not an adequate through road, and the increased volume of traffic would create conditions verging on intolerable. A major problem would arise where Lindis Road joins Eastwood Road and Frieston Road. This is already a dangerous exit, and the traffic at key times (e.g. school leaving) makes matters worse. More dwellings in this district would put even greater pressures on a locality with few public services, it is inadequately served by primary school places and G.P health centres. There are two public rights of way across this site, and local people (particularly dog walkers) regard these as an amenity. They should be maintained in a satisfactory manner, and not reduced to tarmac strips of no recreational value.

Fis017 Though this site may offer some potential, it has several severe disadvantages. 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. Besides the need for major improvements to water supply and sewage systems, the site is not well-served by local primary school provision or General Practice health facilities. The local school is overwhelmed and not in a

Officer Comment:

Fis001
Highway issues - 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:
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Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

Notwithstanding that the grounds of the objection are not entirely accepted, site Fis017 should not be taken forward as a Preferred Housing Site.

position to expand, and the nearest doctors surgery is over two miles away. There is a public right of way from the end of Blackthorn Lane to Rochford Tower, which needs to be maintained.

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.

Infrastructure - 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.

Public footpaths - Existing public footpath routes across the site would need to be retained within any new residential layout.

Fis017 - 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. 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. Existing public footpath routes would need to be retained within any new residential layout.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1052 comment_author: Historic England

comment content:

Sou006 will surround Scheduled Monument 1019528 "Moated site north east of Wyberton Hospital" to the south and west. Strong concerns were raised at pre-application stage and these are again re-iterated. There is concern that the Sustainability Appraisal site appraisal assesses the site on page 28 of the Boston South section as follows:- 'Development may have an adverse impact on the neighbouring Scheduled Ancient Monument, a mooted site 480m north east of Wyberton West Hospital. However, development on this scale offers opportunities to mitigate such impacts effectively and could be avoided by careful layout and design'. The assessment of the sustainability is inadequate as it fails to address the impact, as required within the NPPF. 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 monuments setting.

Housing sites to the north west will adjoin Boston Conservation Area and Housing site Nor013 will adjoin Spilsby Road Conservation Area. Further assessment is required to determine the impact on the significance of these heritage assets.

Housing sites Nor014 and Nor006 will adjoin Boston Cemetery Registered Park and Garden to the south, with the proposed Specific Occupier site adjoining it partially to the south. The cemetery includes three Grade II Listed buildings. The proposed sites will significantly impact upon the setting of the cemetery. 19th century cemeteries, of which this is a very good example of an early high Victorian public cemetery,

Officer Comment:

Site Sou006 - The Borough Council's Consultant Architect comments that this site borders onto a scheduled ancient monument located on Wyberton West Road (a medieval moated site) which is located in an urban area which has developed close to the south side of the South Forty Foot Drain. Although there are houses to each side of and opposite the Monument, the land to its south is largely free from development apart from some low level bungalows which form a U shaped block. The open area behind the bungalows is a sports ground. The rest of the area to the south and west of the Monument is currently agricultural/grassed land and it is this area which is the proposed local plan site. Scheduled ancient monuments are of national importance and the setting of this Monument will be affected by urban development on its west side. In order to retain the rural character of this ancient monument site it will be important to ensure that the development of site Sou006 is screened by the trees which are already present and that these are added to. Tall buildings (three storey or over) should not be located close to the southern and western boundaries of the Monument. White bargeboards also need to be avoided as these can be very jarring and intrusive.

Although site Nor013 does not immediately adjoin the Conservation Area (and it is not therefore agreed that its development would have substantive impacts upon this heritage asset), it is not considered to be a developable site and is not proposed to be taken forward as a Preferred Housing Site.

Site Nor014 - At present, there is development on the

Officer Recommendation:

Site Sou006 should be taken forward as a Preferred Housing Site.

Notwithstanding that the grounds of the objection are not entirely accepted, site Nor013 should not be taken forward as a Preferred Housing Site.

Site Nor014 should not be taken forward as a Preferred Housing Site.

Nor006 should be taken forward as a Preferred Housing Site.

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. Setting does not just relate to intensity; development to the north would impact despite the ornamental planting having grown out to block views. Before providing a more detailed view, further assessment would need to be undertaken to research and understand that impact, including if there were originally any views out to the north.

The Sustainability Appraisal is defective as the Registered Park and Garden is not referenced within the Sustainability Appraisal site assessments, although reference to the Grade II listed Traphouse at Skirbeck Grange and Skirbeck Grange House situated just outside the north-eastern corner of the Nor014 is welcomed

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 (although such impacts could be minimised by e.g. The creation of a major open space on site Nor014's Red Cap Lane frontage). Nonetheless, site Nor014 is not considered to be a developable site, and it is not therefore proposed to be taken forward as a Preferred Housing Site.

Site Nor006 - The Borough Council's Consultant Architect comments that site Nor006 sits behind the houses on the west side of Horncastle Road to the north of Boston cemetery. It also backs onto the rear of some gardens on the north side Red Cap Lane. The southern side of this lane forms the northern edge of the historic cemetery. The potential site does not have a direct boundary with the cemetery, which is a registered historic garden site, grade II. The boundary of the Cemetery along Red Cap Lane comprises plain iron railings and trees as noted in the description of the Cemetery in the Site Description by English Heritage. The railings still exist, but the hedging along this boundary has grown extensively as have the trees. The only element which is visible is the boundary. There are no glimpses or views of the Cemetery itself from Red Cap Lane. This part of Horncastle Road is not in the Conservation Area. The Cemetery grounds are as much prized for their wildlife interest as for their memorials and so it seems unlikely that the trees along the boundary will be taken out unless they are found to be unsafe. Even if they are trimmed and pruned the Cemetery should not be compromised by the development of the site shown on Nor006. The location

of this potential site is very unlikely to have any effect on the arcadian setting of the cemetery unless its development infers the widening of Red Cap Lane and thus the removal of the trees and hedging to the boundary of the cemetery. That seems unlikely as the map suggests that the access would be off Horncastle Road not off this narrow lane. It would be preferable for the development at the southern end of the site to be largely single storey to relate to the properties on Red Cap Lane. In terms of its mitigation a landscaping condition should be considered for any development here to the effect that the site should be surrounded by a traditional evergreen hedge such as green privet or hornbeam to help it to blend in to the background (not leylandii).

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1053 comment_author: Mrs K Brierley

comment content:

Access onto Lindis Road would be difficult as it is already congested at peak times. Possibly use another exit to aid safety. The junction of Tower Road and Freiston Road is really congested and has a blind corner.

There are insufficient school places, will a new school be built?

The houses will be tall to reduce flood risk. This will impact on privacy for residents. Could a boundary of trees and grass behind existing houses and gardens be created between? This would also create an area for existing walkers who use the footpaths regularly and create an area for children's play.

Increased surface water may impact on the area as it is mentioned as flood risk.

Officer Comment:

Highway issues - 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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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;

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- 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.

Infrastructure - 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.

Overlooking - 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.

Surface water flooding - 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.

ID1: 1054 comment_author: Mr & Mrs G Lakin

comment content:

Having lived in Blackthorn Lane for over 35 years our chief concern over these plans is the proposed development of site number FIS 001 and the impact this would make on the area. We understand that site tests have already been done although most people in Blackthorn Lane/Lindis Road are probably not aware of this. We were led to believe that a planning application was made some 15+ years ago and this was turned down due to the volume of traffic which would exit onto Lindis Road. There was also talk at that time of soil contamination in what was the old Shooter's scrapyard. The proposed 224 dwellings could result in an additional 250+ vehicles exiting onto Lindis Road which is already relatively narrow and busy. This would also cause more congestion at the Eastwood Road/Freiston Road cross-roads on a daily basis. FIS 001 is described as Flood Hazard - danger for most. Presumably if the plans go ahead this would mean construction of at least some of the three storey 'monstrosities' similar to those recently built in Argyle Street which would result in a change for the worse in the character of the area. Most Doctor's surgeries, are either in town or the other side of the river as are most Supermarkets. The addition of 200+ families would also put additional strain on the already overworked schools.

Officer Comment:

Highway issues - 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:

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Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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Contamination - 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.

Overlooking - 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.

Infrastructure - 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.

ID1: 1055 comment_author: Mrs M Murdin

comment content:

The development would increase the volume of traffic using Lindis Road, causing delays, dangers to pedestrians and difficulty of access to property at morning and teatime busy times - this is very obvious during school term time and also last year when Lindis Road was a diversionary route during the closure of inner town roads - and an increase in noise. Junctions with Lindis Road i.e. Hardiway (no.31 is on the corner) and Monteith Crescent are much busier than in the past and close to the access of the proposed development. Developments in the Toot Lane area will increase traffic using Woodthorpe Road, making the Freiston Road, Eastwood Road, Lindis Road junction, already a difficult cross road at busy times even worse at peak times. As both a pedestrian and a driver I agree with the Highway Authority comments .

Officer Comment:

Highway issues - 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:

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Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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-

ID1: 1056 comment_author: Mrs Diane Law

comment content:

I would be extremely disappointed to see as additional 224 dwellings squeezed into this area. Surrounding houses will be detrimentally affected by 2 and 3 storey buildings overlooking them and it is extremely likely to reduce property values. As poorer flood risk the site would be inappropriate and especially for such a large number of properties. The roads in the area are very busy at peak times and the increased traffic is bound to significantly increase congestion and possibly reduce safe movement of pupils to nearby schools. If buildings are needed why not focus on areas of low flood risk / congestion.

Officer Comment:

Overlooking - 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.

Highway issues - 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:

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- The access point would not cause unacceptable conflicts with Monteith Crescent and Hardiway;
- o 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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1057 comment_author: Mr Alex Law

comment content:

Having lived in Boston my entire life, seeing the massive change from the growth in population, I am deeply concerned about these plans to build 224 properties in the field behind my house and off Lindis Road. It feels as if the council just d sn't listen to the people of our town. With schools oversubscribed and services like the NHS at their peak and roads clogged to seems the council just d sn't seem prepared to get on with things that we actually want and need, like a bypass and flood barrier, but they add to the problem by adding not hundreds, but thousands, of mass housing. If the council g s ahead with these plans to build this amount of housing I have no doubt some of the locals, some of whom have lived here their entire life, will boycott this town because they simply have had enough of the Council not listening to them. I am 100% opposed to this, and I feel there should be plenty of debate organised for Councillors and residents so our voices can be heard.

Officer Comment:

Infrastructure - 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.

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

ID1: 1058 comment_author: Clive Wicks Associates

comment content:

In relation to the site subject to B/15/1218, has advised a developer has been appointed subject to contract for commencement August 2016 and completion 2017.

Officer Comment:

This site has been registered as Fra025. Because the planning permission is for fewer than 10 dwellings it is too small to be identified on Inset Map 1 as a 'Housing Commitment'.

Officer Recommendation:

No change.

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ID1: 1059 comment_author: Clive Wicks Associates

comment_content:

Has advised planning applications have been submitted for 31 low cost houses and 26 mixed houses with a commencement date on both sites of late 2016.

Officer Comment:

These sites have been registered as Sou004 and Sou011. The Strategic Housing Land Availability Assessment identifies both as undevelopable and, as at 31st March 2016, the planning applications have not yet been determined.

Officer Recommendation:

No change.

ID1: 1060 comment_author: Clive Wicks Associates

comment_content:

Has advised that Fis038 is immediately available for development. A planning application to be submitted within 6 months and development commencement within 24 months. A further part of the field has not been included but is available.

Officer Comment:

The support is welcomed.

Officer Recommendation:

Site Fis038 should be taken forward as a Preferred Housing Site.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1061 comment_author: Clive Wicks Associates

comment_content:

Fen010 is likely to be the subject of a planning application in Feb/mar 2016 with development commencing late 2016 or early 2017.

Also 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.

Officer Comment:

This has been registered as Fen017 in the SHLAA

The support for Fen006 is welcomed.

Officer Recommendation:

Sites Fen010/Fen017 should not be taken forward as a Preferred Housing Sites because they lie entirely within the boundaries of site Fen006.

Site Fen006 should be taken forward as a Preferred Housing Site.

ID1: 1062 comment_author: Clive Wicks Associates

comment_content:

Has resubmitted Fen001 advising of a the submission of a planning application in April 2016 and available for development in 2018.

Officer Comment:

The support is welcomed.

Officer Recommendation:

Site Fen001 should be taken forward as a Preferred Housing Site.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1:

1063

comment_author: Savills

comment content:

Object to the omission of land to the West of Wythes Lane, Fishtoft, as a proposed housing allocation. A site location plan is enclosed with this submission (Easting: 536113 Northing: 344672). The site is under the ownership of Lincolnshire County Council. We request that some or all of the site be allocated for residential developed as part of the South East Lincolnshire Local Plan going forward. Fishtoft village is located on the south east outskirts of Boston some 3.5km from the town centre. The site is located next to a small hamlet of a dozen or so houses some 1.0km to the north of Fishtoft. The site is located on the opposite side of Wythes Lane which runs in a line north to south. Approximately 1.0 km to the north of the hamlet Wythes Lane joins the A52 (Boston to Skegness road). It is considered that development at the site of a similar size and scale to that on the east side of Wythes Lane could be delivered at the site. The development of these sites would comply with paragraph 55 of the National Planning Policy Framework which states that 'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby'. The site is not included in the South East Lincolnshire Local Plan " Draft for Public Consultation (January 2016)" for Fishtoft and we request that the site is added to the SHLAA. The landowner is supportive of residential development at this site which is available, suitable and achievable for residential development now.

Officer Comment:

This site has been registered as Fis047. The Strategic Housing Land Availability Assessment (SHLAA) identifies this land as being undevelopable because it would have adverse environmental impacts and is poorly located

Officer Recommendation:

Site Fis047 should not be taken forward as a Preferred Housing Site.

South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1:

1064

comment_author: Savills

comment content:

Support the proposed housing site Sou001 as shown on Inset Map 1. Site Sou001 is under the ownership of Lincolnshire County Council. The landowner is supportive of residential development at this site which is available, suitable and achievable for residential development now. As stated in the South East Lincolnshire Strategic Housing Land Availability Assessment (January 2016), site Sou001 can deliver 99 dwellings at a density of 30 dwellings per hectare. It is considered that this site can contribute to the proposed total housing allocation for Boston (5,900 dwellings) over the plan period to 2036 as detailed in Policy 12 "Distribution of Housing" of the South East Lincolnshire Draft Local Plan.

Officer Comment:

The support is welcomed.

Officer Recommendation:

Site Wyb033 (of which Sou001 is part) should be taken forward as a Preferred Housing Site.

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ID1: 1065 comment_author: Vinci Mouchel Ltd

comment content:

Land to the rear of Boston St Nicholas CE Primary “ this is an undeveloped parcel of land that is shown hatched red on the attached plan, it has an area of about 0.86ha. LCC has not previously promoted this site for development as it is considered to have potential for further educational use. Land neighbouring to the south comprising the former St Kitts School has recently been sold by Boston College to Cyden Homes who will develop it out for housing. Accordingly it is felt that LCCs land has strong potential for housing during the plan period but presently educational use is more likely. Nevertheless it is considered the site d s offer potential for housing.

Boston Carlton Centre - the overall site area is about 0.51ha and is located in what is a predominantly residential area. The buildings being traditional school type buildings may need to be retained. The site is presently operational and includes a Pupil Referral Unit used for educational purposes as well as offices used by LCC and Probation Services. In the event that these uses were to be discontinued as part of the overall review of the Public Estate then the most appropriate alternative use of the site would be residential development either through conversion of the existing buildings with some additional infill housing development.

Wyberton Chain Bridge Depot - presently this comprises a fully operational highways depot and currently there are no proposals for its closure. It is a site that we consider offers greater potential for alternative commercial uses to include light and general

Officer Comment:

This site has been registered as Ski004. The Strategic Housing Land Availability Assessment (SHLAA) identifies this land as being undevelopable because its development would lead to the loss of open space/green infrastructure.

This site has been registered as Fen016. The Strategic Housing Land Availability Assessment (SHLAA) identifies this land as being undevelopable it cannot be considered available.

This site has been registered as Wyb040. The Strategic Housing Land Availability Assessment (SHLAA) identifies this land as being developable but, because it would deliver fewer than 10 dwellings, it is considered too small in size to be a Housing Allocation.

This site has been registered as Cen008. The Strategic Housing Land Availability Assessment (SHLAA) identifies this land as being undevelopable because of transport issues and 'bad neighbour' uses which might impact upon residential amenities.

Officer Recommendation:

Site Ski004 should not be taken forward as a Preferred Housing Site.

Site Fen016 should not be taken forward as a Preferred Housing Site.

Site Wyb040 should not be taken forward as a Preferred Housing Site.

Site Cen008 should not be taken forward as a Preferred Housing Site.

industrial as well as warehouse and distribution. The site area is about 0.64ha.

200/202 London Road, Wyberton, Boston -this is a former Murco Petrol Station acquired by LCC in connection with the Boston Docks Relief Road. LCC did agree a disposal a little while ago but then withdrew in case the site may be needed for highway works in the future. The site has suitability for residential uses but there are potential issues over past contaminations and the creosote smells from the neighbouring wood yard. It is however a site that neighbours residential housing and as such it is our view that the most appropriate alternative use is likely to be for housing. The existing buildings are very low grade but do include a former owner's house.

Land off Spalding Road, Nelson Way, Boston - a level site just off Spalding Road in an area that has seen significant new housing in recent times. LCC's site is land locked and as such any development will need to be in conjunction with neighbouring owners, primarily Railtrack. A better access can potentially be achieved via Nelson Way but the workshop units on the road frontage are in private ownership and their value impedes development. The site area of land owned by LCC is about 0.29ha.

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ID1: 1066 comment_author: Roger Bennett

comment content:

I would like to object to the proposed development of Fis001 as per you plans for proposed housing development. I object for the following reasons: Increased traffic assuming out of 224 houses 1/2 have 1 car and 1/2 have 2 cars this equates to a potential additional 336 cars in the immediate area per day. The junction of Eastwood Road and Lindis Road is unable to cope with the current volume of traffic with long queues at peak times and restricted visibility at all times. The increase in traffic would mean an increase in the potential for RTA's and congestion. The proposed entrance to the development would be a danger to school children, cyclists and pedestrians alike. If the development was to be eventually joined with Skegness Road or Eastwood Road then the development would become a rat run and again lead to an increase in the danger to the public on foot or bicycle.

Provision of Schooling assuming out of 224 houses 1/3 have 1 child, 1/3 have 2 children and 1/3 have 3 children then this equates to 444 children requiring places in the local schools. Hawthorn Tree currently has provision for 60 new admissions pa and 363 pupils in total. The D of E spent £1.73m on extending the school in 2014, so further investment is highly unlikely or available. Tower Road currently has provision for 90 new admissions pa and 690 pupils in total. It is obvious that the current provision of schools in the immediate area, and Boston in general, could not cope with even this small development let alone in conjunction with the other proposed developments on the plan. Lack of Services Infrastructure the town already suffers from a

Officer Comment:

Highway issues - 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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

lack of public service infrastructure including schools (as mentioned), doctors, dentists, hospitals, public (green) spaces, shops and road & drainage systems. The proposed development (and the others) would put an unmanageable strain on these resources.

Environmental Concerns changing the use of this piece of land from agriculture to residential would have a detrimental effect on the environment.

Land - This land has been farmed for many years and can be considered prime agricultural land which would be lost through development.

Wildlife - will suffer through the loss of this green land. Currently there is a multitude of animals who's habitat would be lost should the development take place. This includes: bird life (pheasants, lapwings, sparrow hawks, kestrels, great tits, bullfinches to name a few), foxes, hedgehogs, field mice, stoats etc

Removal of Ditches these would be filled in should the development take place which will lead to an increase in the risk of flooding.

It is understood that the new properties would be raised to protect against flood however, this will not protect existing properties as the flood waters would flow un-hindered through the new development. Currently any flood water would be absorbed by the agricultural land and ditches I hope you take the above into account when you are considering the proposed development of Fis001

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.

Infrastructure - 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.

Environmental impacts - 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.

Agricultural land quality - 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.

Loss of drains - 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

Surface water flooding - 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.

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ID1:

1067

comment_author:

Mr and Mrs Glynne and Carol Jam

comment content:

We oppose the South East Lincolnshire Development Plan for Boston for the following reasons:- 1) You show the majority of your 'Development Corridor' to the West of the River Witham, however, we have:- 3 Secondary Schools - Boston College - Pilgrim Hospital - the Town Centre - Leisure facilities, Geoff Moulder Leisure Centre, Boston Bowl, all on the East of the river. Surely developing residential areas to the West of the river will create a vast increase of vehicular and pedestrian traffic crossing the river's bridges. 2) Creating a 'Distributor Road / Rat Run' through proposed residential development may have the advantage of getting the developer to pay for it but eventually require traffic calming methods and parking restrictions at costs to the Council. 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. 3) Woodlands and meadowlands provide essential environmental, recreational and educational facilities. Boston Woods Trust have 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. PROPOSALS A) We strongly suggest that the residential development be shown to the East of the River Witham where most facilities lie, therefore avoiding crossing the river daily. B) We continue to lobby for a by-pass starting with a link between Sleaford and Spalding roads.

4) On a personal note, site Fen 001 was designated in

Officer Comment:

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.

Site Fen001 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 the Inset Map No. 1). However, the fact that a 'Potential Housing Site falls within the 'Boston Woods Project Area of Search' it 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

Officer Recommendation:

No change is necessary.

the 1990 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.

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ID1:

1068

comment_author: Mr Michael Maltby

comment content:

I wish to comment on certain aspects of the Local Plan as pertaining to the Borough of Boston, and in particular, areas designated for potential housing development marked Fis001 and Fis017 on the development plan map 'Layout_2'. I note that the primary exit route for Fis001 (and, presumably Fis017) is marked as being at what is locally referred to as 'Shooter's Yard', on Lindis Road, and would inevitably lead to a vastly increased volume of traffic on the local road system. (i) Lindis Road is a Designated Cycle Route (see map 'Layout_2'), but there is no marked cycle lane on the road, nor shared footpath/cycle lane on any of it's length. Paragraph 2.1.7 of the Plan states: "Access by bicycle to places of work (and study??) is relatively high in Boston Borough; levels are nearly double that of Lincolnshire and four times the national rate." I suspect that the number of cyclists along Lindis Road, going to and from Tower Road Academy - one of the largest primary schools in the whole of the County - and St Mary's RC primary school, plus Boston High School and Haven High Sixth Form Campus would exceed the Boston Borough average. This is all on a road which was never intended to accommodate such a volume of traffic. (ii) I believe that the plan to allow direct vehicular access on to Lindis Road is also deeply flawed because of the dangerous exits at either end. To the south, Lindis Road meets Eastwood Road, Freiston Road and Woodthorpe Avenue at a crossroads with very poor visibility looking west, a junction which frequently leads to delays and frustration on the part of drivers trying to exit Lindis Road. Lindis Road, moving northwestwards, becomes Tower Road, but this, too, has a very difficult junction with Freiston Road and

Officer Comment:

Vehicular access from site Fis017 would not be onto Lindis Road.

Vehicular access from site Fis001 would be onto Lindis Road. Although the Highway Authority agrees with some of the points made, it does not consider that the development of site Fis001 would unacceptably prejudice highway safety. In more detail, 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

Officer Recommendation:

Site Fis017 should not be taken forward as a Preferred Housing Site.

Site Fis001 should be taken forward as a Preferred Housing Site.

Queens Road, cars trying to exit Tower Road and turning north to join the A16 needing to foul the southbound traffic on Freiston Road in order to see the traffic heading north on Freiston Road. These two junctions have tailbacks of traffic already at school-run times. (iii) The 'Shooter's Yard' 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. I also believe that the potential housing development marked Fis001 and Fis017 would, if fully developed, put an increased strain on local facilities: (i) Local primary schools, such as Tower Road Academy, St Mary's RC school and Hawthorn Tree are unlikely to be able to cope with the increase in numbers of children applying for entry (ii) There will be a further decline in public access to rural open space in the Borough of Boston, namely, the footpaths across open fields between Blackthorn Lane, Eastwood Road, Lindis Road and Rochford Tower Lane enjoyed by so many at the moment. It should be noted that the zones marked in green as Recreational Open Space on the map 'Layout_2' is entirely misleading; much of the land has no public right of access - e.g. school playing fields, allotments, and Boston United Football Ground. The Borough is relatively poorly served with recreational green spaces where there is public right of access; this needs to be enhanced, rather than diminished. In my opinion, if areas Fis001 and Fis017 are to be developed with housing, a far better way of reducing pressure on the local road infrastructure, and diminishing the risk of an increased risk of road traffic accidents would be to place a roundabout on the A52 (Wainfleet Road), combined with a redirected junction of Rochford Tower Lane to a point west of the Ball House pub; this could also serve the area zoned for development 'Nor013' and a

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.

Site Fis001 Infrastructure - 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.

Site Fis001 Public footpaths - Existing public footpath

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redirected minor road which runs north of the A52 to Hillydyke. This would lead to better and safer traffic flows out of the housing developments, and an improvement to the existing minor road junctions with the A52. Access by emergency vehicles would thus be greatly improved to all the affected developments, Fis001, Fis017 and Nor013.

routes across the site would need to be retained within any new residential layout.

ID1: 1069 comment_author: Mrs Sheila Anderson

comment_content:

As one of the six owners in area reference Fen011 I strongly support future approved development for housing, allocated 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.

Officer Comment:

The support is welcomed, but site Fen011 is not considered to be a developable site, and is not therefore proposed to be taken forward as a Preferred Housing Site.

Officer Recommendation:

Site Fen011 should not be taken forward as a Preferred Housing Site.

ID1: 1070 comment_author: Helena Early

comment content:

We live on Lindis Road and we feel we must add our comments even though they are the same as some we have read. We feel that the junctions of Lindis Road, Woodthorpe Avenue and at the other end Tower Road, Frieston Road are difficult enough without extra traffic. Our concerns are also with the main sewage they don't cope now, we have called Anglian Water on more than one occasion. There are times of which I'm sure you are aware when children leaving school make the roads very busy and dangerous. Tower Road has become very difficult to use, as cars, now park both sides. We know these problems are all over but these are small roads and will not cope with all the extra traffic.

Officer Comment:

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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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.

Sewerage network - Anglian Water Services Ltd. has indicated that upgrades to the foul sewerage network will be required to serve this proposed development

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ID1: 1071 comment_author: Gordon Jackson

comment content:

With regards to the proposed planning (ref Fis017): I live in Blackthorn Lane and I feel a major problem will occur with road access onto Lindis road, the traffic at the moment is bad and it will get worse especially at school times. The local schools are over subscribed and as we have no supermarkets on this side of town the impact on John Adams way will be horrendous. Also, although the plans state that Blackthorn Lane will not be a through road, there is no mention to how many houses this lane will serve, clarification would be appreciated.

Officer Comment:

Vehicle access from site Fis017 would not be onto Lindis Road - the main access would be likely to be taken from Wainfleet Road.

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 Highway Authority has indicated that it would be acceptable for part of the site to be served from Blackthorn Lane, but stresses that such an access should be modest in size.

Although site Fis017 is considered to be developable, it is not considered to be one of the best potential Major Urban Extension sites, and is therefore not proposed to be taken forward as a Preferred Housing Site.

Officer Recommendation:

Site Fis017 should not be taken forward as a Preferred Housing Site.

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ID1: 1072 comment_author: Lincolnshire Wildlife Trust

comment content:

Two Sites of Nature Conservation Importance appear to be missing from the map (Porcher's Pit SNCI and Allen House Pond SNCI). There also appear to be errors in the depiction of Havenside as the areas of the site which are Local Nature Reserve appear to be shown as recreational open space. These mapping errors should be corrected.

Officer Comment:

The Local Plan does not show 'Sites of Local Nature Conservation Interest', because their value has not been confirmed by recent assessment. Allen House Pond no longer exists, and Porcher's Pit was subject to a scoping assessment by Scarborough Nixon Associates which concluded that it clearly lacked sufficient interest to merit fuller assessment as a potential Local Wildlife Site.

Officer Recommendation:

It is not considered that this comment justifies a change to the Plan's provisions.

Amend Inset Map 1 and the Policies Map to show the Local Nature Reserves at Havenside and Witham Way, Boston.

Local Nature Reserves at Havenside and Witham Way, Boston have been omitted in error.

ID1: 1073 comment_author: Greater Lincolnshire Nature Partn

comment content:

Two SNCIs are missing from this map. SNCIs are Local Sites and are a material consideration in planning decisions in the same way as LWSs. The sites are Porchers Pit and Allen House Pond.

Officer Comment:

The Local Plan does not show 'Sites of Local Nature Conservation Interest', because their value has not been confirmed by recent assessment. Allen House Pond no longer exists, and Porcher's Pit was subject to a scoping assessment by Scarborough Nixon Associates which concluded that it clearly lacked sufficient interest to merit fuller assessment as a potential Local Wildlife Site.

Officer Recommendation:

It is not considered that this comment justifies a change to the Plan's provisions.

ID1: 1074 comment_author: Freda and Ray Harness

comment content:

We would like the following comments on the area referred to as "Fis001" on the Housing Land Availability Assessment document to be taken into account by any committee considering this as a potential site for housing development. We oppose the area known as Fis001 being used for housing development for the following reasons: This is Grade 1 agricultural land. We should be protecting the best agricultural land in order to feed the population. Grade 1 agricultural land should be held as most sacred because it is essential for growing food for both humans and animals in England. NEW LAND is not being made any more ! Food d s not grow in supermarkets. How much longer can we go on using up irreplaceable Grade 1 farmland for housing? Agricultural land needs to be protected for future generations. "Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality."(Natural England Technical Information TIN049)

Eastwood Road is already an extremely busy road and the development of 224 houses on the Fis001 site will have significant road safety issues. Your documents already mention that the visibility from Lindis Road into Eastwood/Freiston Rd is "very poor" and that "the development of 224 dwellings on this site would increase the risk of conflicts at this junction". Your assessment document refers to the fact that 224 dwellings may be too many to be safely served from a single point of access. But you have not made suggestions of where any other point of access might be. Access on to Eastwood Road would cause a lot of

Officer Comment:

Agricultural land quality - 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.

Highway issues - 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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

difficulties and hold-ups.

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.

ID1: 1075 comment_author: Mr & Mrs D Wilkinson

comment content:

Please note the following objections regarding development behind Pilleys Lane north side. Looking at the map we are in the safeguarding corridor not being developed at the moment, our objections are: wildlife habitats would be destroyed and lost for ever, we provide habitats for the following wildlife:- bats, newts, wildfowl, deer, hawks, toads, birds, squirrels, hedgehogs etc these animals use the set aside and the field behind us leading down to the drain. Housing will prevent this. We have been a wildlife haven for these creatures for 60+ years! Any building works will disturb the natural environment for any wildlife. We also ask that the set aside remain in place as a buffer between our houses and any new development. At the moment the set aside is used for dog walking and to provide wildlife cover, this we hope will remain so. As for the view behind our house is of the countryside and open fields it would be environmentally unfriendly! the new houses would block light, look unsightly, prevent wildlife coming to our garden, many species rely on the extra food we provide. We ourselves would not have a view any more ! just views of other peoples windows. If you look at the site any new building would stick out like a sore thumb! However , if you were to build behind our house we would ask for a belt of trees to be planted in the set aside to our boundary line for wildlife protection and to provide a cover for them. We moved into the family house because of its position and views over the countryside it would be a shame to destroy the area and deprive the wildlife of its habitat.

Officer Comment:

The objectors have not specified which site they are referring to, but it is assumed to be site Nor012, which 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 other options for major urban extensions, this site is very well located in relation to the built-up area.

However, site Nor012 is not considered to be a developable site, and is not therefore proposed to be taken forward as a Preferred Housing Site.

Officer Recommendation:

Site Nor012 should not be taken forward as a Preferred Housing Site.

ID1: 1076 comment_author: Larkfleet Homes

comment content:

Larkfleet Homes and their sister company Allison Homes have interests throughout the Plan area. These include the following:

- 1) Boston, Wainfleet Road (Part of Nor013). We recently had this application for the development of 76 dwellings refused at Committee. We are currently in discussions with officers and the only outstanding matter is the length of the visibility splay. At committee members did comment on how suitable the site was for development. We will be submitting a new application with a few minor tweaks to the access in the next few weeks and will also at the same time submit an appeal. Subject to the determination of the new application/appeal, we expect to start on site later this year. This site should be allocated for housing, or identified as a commitment in the Local Plan. In addition the remaining part of Nor013, together with Fis017 are considered suitable for housing and should also be allocated for housing.
- 2) Boston, Punchbowl Lane (Fen003). This was recently approved in principle for the development of up to 100 dwellings. We are chasing the LPA for completion of the s106 as we are keen to submit reserved matters. 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.

Officer Comment:

- 1) The land referred to as part of Nor013 has not been put forward as a Potential Housing Site, and consequently will not be taken forward as a Preferred Option Housing Allocation. If, however, planning permission is granted for the residential development of this land, it would be appropriate for it to be shown as a Housing Commitment. The support for sites Fis017 and Nor013 is welcomed.
- 2) As at 31st March 2016, the planning permission for the residential development of site Fen003 has not yet been issued. Nonetheless, it would be appropriate to show it as a Housing Commitment.

Officer Recommendation:

- Sites Fis017, Nor013 and the other site referred to as part of Nor013 should not be taken forward as a Preferred Housing Site.
- Site Fen003 should be identified as a Housing Commitment.

ID1: 1479 comment_author: Mrs K Brierley

comment content:

FIS001 Access onto Lindis Road would be difficult as it is already congested at peak times. Possibly use another exit to aid safety. The junction of Tower Road and Frieston Road is really congested and has a blind corner. There are insufficient school places, will a new school be built? The houses will be tall to reduce flooding risk. This will impact on privacy for residents. Could a boundary of trees and grass beind existing houses and gardens be created between. This would also create an area for existing walkers who use the footpaths regularly and create an area of children's play. Increased surface water may impact on the area as it is mentioned as a flood risk.

Officer Comment:

Highway issues - 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

Officer Recommendation:

Site Fis001 should be taken forward as a Preferred Housing Site.

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.

Infrastructure - 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.

Overlooking - 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.

Layout - at the time of a planning application, the layout and design of a scheme would be carefully scrutinised to

address the issues identified by the objector.
