

Post_title: **37: Frampton**

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

ID1: 1674 comment_author: Brian & lesley Chittim

comment content:

Fra005 Historically planning has always tried to keep Frampton quite separate from neighbouring Kirton. Both communities are strongly connected but the contrast between rural Frampton and more urban Kirton is pleasing. The former has visitors from far and wide to the ever more important RSPB Nature Reserve and the countryside aspects are beneficial for tourism. This site adjoins the existing former council houses on Lenton Way. Again, this site is wrong side of the A16 making access to services etc. More difficult. Anti flood measures will be an additional expense. Middlegate Road has a bend and even with present volumes this causes difficulties as vehicles stray over into oncoming traffic as they take the curve. Direct access to the A16 will be undesirable.

Fra024 Here again access directly to the A16 and Boston Road would be needed, as Middlegate is quite narrow. This would be difficult and unlikely to be supported by the Highways Authorities. The main drains on the A16 and on Boston Road at the Middlegate junctions give Anglian Water ongoing problems with water supply and sewage and provision of additional services on this site will prove very expensive. As will anti-flood measures. Middlegate Road West provides a good boundary for Kirton and the stretch of open country on the A16 provides a good approach to Boston.

Officer Comment:

Although site Fra005 is located within Frampton Parish, in visual terms it is far more strongly related to Kirton than it is to Frampton village (which is located some 800m to the east. It is accepted that the site is separated from Kirton's centre by the A16 which means that it is not as accessible to the majority of the town's services and facilities as sites on the western side of the A16, but nonetheless, the site is considered to be acceptable in terms of its location. Flood mitigations costs are likely to be higher on this site than on Kir013 and Kir037. The Highway Authority indicates that the site's frontage to Middlegate Road is large enough for suitable visibility splays to be achieved, though some frontage trees may need to be removed.

Fra024 - The Highway Authority has identified that "the carriageway of Middlegate Road (West) is suitable to serve residential development on this site". Anglian Water has commented that enhancements to the capacity of the foul sewerage network may be necessary to accommodate the development of the site. The Local Plan will need to demonstrate how such 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. Flood risk at site Fra024 is assessed as 'danger for most' and '0.5m to 1.0m' (more severe than for sites Kir037 and Kir013) and this will impose flood risk mitigation costs upon the development. However, it is unlikely that these costs would threaten the development's viability. Although this is a large and visually prominent site and it is arguable that Middlegate Road represents a strong

Officer Recommendation:

Site Fra005 should not be taken forward as a Preferred Housing Site.

Site Fra024 should not be taken forward as a Preferred Housing Site.

barrier to the village's northwards growth , the SHLAA identifies that the impacts of its development upon the character and appearance of the area would be broadly acceptable, given that it would extend development on the western side of the A16 to the same point as it currently extends on the eastern side.

ID1:

1675

comment_author: Criddle

comment_content:

Fra 024 & 005 Opposed. Would put strain onto Middlegate Road and A16 junction. Uses valuable arable land.

Officer Comment:

The Highway Authority raises no concerns about the sites' impacts upon either Middlegate Road itself or its junction with the A16. The sites are classified as 'best and most versatile' agricultural land, but this is equally true of all greenfield sites in and around Kirton. It is accepted that it is preferable to redevelop previously developed sites, but such sites are not available in sufficient numbers to meet Kirton's housing needs.

Officer Recommendation:

Sites Fra005 and Fra024 should not be taken forward as Preferred Housing Sites.

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ID1: 1676 comment_author: Ann Kent

comment content:

What new industry is being attracted to this area for this amount of new homes to be required?

Fra005 and Fra024 Wholly oppose any building on these two sites, and there would be no changes possible which would make it acceptable. The comments on the proposed plan say it all 'danger for most' regarding flood risk. Visual impacts would not be broadly acceptable. Local drains would not be able to cope with any more houses (Middlegate Road has a history of drainage problems, which would need addressing); proximity to A16 causing further traffic congestion into Boston from the South (even worse once the building in Wyberton is completed); lack of local amenities/services in Frampton village itself, which would have a knock on effect for both Kirton and Wyberton; loss of prime agriculture land with its importance to local wildlife; and a local infrastructure which could not cope with an influx of so many new homes (no space for expansion at Kirton or Wyberton schools etc). The inclusion of the requirement to provide affordable homes would greatly impact on the house prices in the picturesque village of Frampton. Lastly, and personally, we would lose our open aspect

Officer Comment:

The scale of housing growth proposed for Kirton took account of many issues, including: the findings of the Boston Strategic Housing Market Assessment (which considers economic factors); the findings of the South East Lincolnshire Assessment of Settlements & their Sustainability Credentials (June 2015); the population of the parish; the local rate of housing growth between 1976 and 2011; and the local availability of land at lower risk of flooding. The objection does not seek to address any of these issues, and does not set out any substantive arguments to justify the proposed increase.

Flood mitigations costs are likely to be higher on these sites than on Kir013 and Kir037. The Strategic Housing Land Availability Assessment (SHLAA) identifies that the sites' impacts on the area's character would be acceptable. It is accepted that the sites' proximity to the A16 may impact on the amenities enjoyed by any future occupiers (although impacts can be reduced by site layout, house design, bunding/screening and acoustic vents to bedrooms facing the road). If the development of these sites would cause congestion towards Boston, the same would be true for all other sites in Kirton and other villages to the south. Although the sites are located within Frampton Parish, in practical terms they relate to Kirton and it is expected that the occupants of any new dwellings would look to Kirton for their immediate service needs. The sites are classified as 'best and most versatile' agricultural land, but this is equally true of all greenfield sites in and around Kirton. It is accepted that it is preferable to redevelop previously developed sites, but such sites are not available in sufficient numbers to meet Kirton's housing needs. The

Officer Recommendation:

No change to the approach is required.

Sites Fra005 and Fra024 should not be taken forward as Preferred Housing Sites.

and the view of Boston Stump itself, which would be detrimental in any future sale of houses of those affected by a new development. Please retain Middlegate Road as a strong barrier to the village's northwards growth.

sites have not been identified as being of any special wildlife value (i.e. they are not a Local Wildlife Sites, etc.) and, although Natural England has identified that they may be functionally linked to the Wash SPA, the sites are so small in size that it is considered unlikely that their development would impact significantly upon the Pink Footed Goose population. 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. It is inevitable that the development of these sites 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 schemes would be carefully scrutinised to minimise overlooking and privacy loss.