

Development Management
Lincolnshire County Council
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To: Boston Borough Council

Application Ref: B/24/0121

Proposal: **Construction of 102no. residential dwellings**

Location: **Agricultural land adjacent to White House Lane, Fishtoft, Boston, PE21 0BE**

With reference to the above application received 25 March 2024

Notice is hereby given that the County Council as Local Highway and Lead Local Flood Authority:

Requests that the Local Planning Authority request the applicants to provide additional information as set out below.

ADDITIONAL INFORMATION REQUIRED

Can the Applicant/Agent be requested to provide the Transport Statement as requested inline with our Pre-application comments dated 14th March 2024 on the Transport Assessment Scoping Note, as the current submission by Sea Consulting Engineers does not follow the requested structure. We would also ask that a supporting Travel Plan is submitted.

For ease of reference, I have provided Lincolnshire County Council as a Highway and Lead Local Flood Authorities comments below.

Thank you for the opportunity to comment on your proposed Transport Assessment Scoping Note at this early stage. The response below is the perspective of the Highway and Lead Local Flood Authority. We encourage you to also seek pre-application advice from the Local Planning Authority. For Lincolnshire County Council as a Highway and Lead Local Flood Authority to fully assess this application at this stage, we would ask the applicant to provide further supporting information as follows:-

As the proposed development site has been highlighted as a future residential scheme, consideration of a direct pedestrian footway and cycle route connection locally and to the wider areas of Boston will be required. The assessment of the existing bus stop locations and service provision will be undertaken by LCC Transport Services when we are in receipt of the full transport assessment.

The Transport Assessment is to be structured as follows:

Relevant national and local planning and transport policies are to be identified and reviewed.
The site and surrounding transport network are to be described.

The preliminary TA Study Area is to be defined.

Opportunities for access to the site by sustainable travel modes are to be considered.

The proposed development scheme and access strategy are to be described.

The volume and distribution of traffic that would be generated by the scheme.

Forecast increases in traffic flow on the adjacent highway network are to be presented and locations that would be subject to material traffic flow increases are to be identified.

The TA Study Area and the key off-site junctions requiring traffic surveys and detailed assessment are to be confirmed.

Assessment years and the methodology for estimating future traffic growth are to be proposed.

The impact of the development on parts of the highway network adjoining the site will require further consideration and potentially detailed modelling. The proposed locations for detailed assessment are to be identified and agreed with LCC. A preliminary Study Area has been defined by LCC, which includes the nearest major junctions to the development and other significant junctions beyond that might also be affected. These junctions are as summarised as the following:-

Whitehouse Lane/Kingsway/Woodthorpe Avenue/Toot Lane Roundabout.

Woodthorpe Avenue/Frieston Road/Eastwood Road Junction.

Lindus Road/Tower Road/Frieston Road Junction.

Frieston Road/Spilsby Road Traffic Light Junction.

Vauxhall Road/John Adams Way Traffic Light Junction

Sibsey Road/A52 Roundabout.

Toot Lane/Eastwood Road Junction.

Eastwood Road/Priory Road/Rochford Tower Road Roundabout.

Kingsway/Fishtoft Road Junction.

Skirbeck/St Johns Road Junction.

St Johns Road/John Adams Way Traffic Light Junction.

Whitehouse Lane/Fishtoft Road Junction.

From the Study Area and the key off-site junctions requiring detailed assessment as shown above, traffic surveys will have to be undertaken. The full TA will then consider the following additional issues in detail:

Committed development assumptions. The provision of committed developments will be required and supported within the TA for inclusion that may affect future traffic patterns within the study area over and above background traffic growth effects, of which details are to be provided.

Base and forecast traffic flows with and without the proposed development.

Preliminary design of site access junction and associated works.

Highway capacity assessments.

Highway and transport schemes required to mitigate those impacts.

The TA will be undertaken with due regard to national Planning Practice Guidance on the preparation of Travel Plans, Transport Assessments and Statements. It will also have due regard to advice contained within the “Manual for Streets” and LCC’s published guidance. Relevant national and local transport and planning policies will also need to be considered. The overall objective of the TA will be to demonstrate that the proposed development could be safely and satisfactorily accessed by all available travel modes and would comply with the relevant local planning and transport policies. The mitigation measures required to achieve this outcome will have to be clearly identified. It is considered that the most significant transport-related policies relevant to the proposal are contained within the following documents:

The National Planning Policy Framework.

The South East Lincolnshire Local Plan;

The Lincolnshire Local Transport Plan (LTP).

The following technical guidance documents will also be consulted when preparing the TA:

Planning Practice Guidance on Travel Plans, Transport Assessments and Statements (2014).

Manual for Streets (DfT, 2007) and Manual for Streets 2 (CIHT, 2010).

Lincolnshire Development Roads and Sustainable Drainage Design Approach (2021) (LCC).

Designing shared footways/cycleways within developments (LCC)

Relevant Local Transport Notes (LTNs).

The DfT’s Design Manual for Roads and Bridges (DMRB).

Streets for a Healthy Life (Homes England)

It should be noted that an assessment of the proposed internal layout regarding highways or drainage of the development has not been accounted for in our comments at this stage and, will be subject to further review upon submission of detailed application. We should also make the applicant aware that further changes may be required upon the findings of the TA and re-submission of amended drawings would be required.

Case Officer:

Dean Whitehead

Date: 11th April 2024