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To: Boston Borough Council

Application Ref: B/22/0264

Proposal: **Outline application with some matters (Appearance & Landscaping) reserved for later approval for the demolition of existing public house and the erection of 3 apartment blocks with 32 apartments and associated infrastructure including a new vehicle access from Lister Way, car parking and amenity space**

Location: **36 Fydell Street, Boston, PE21 8LF**

With reference to the above application received 4 July 2022

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

Requests that any permission given by the Local Planning Authority shall include the conditions below.

CONDITIONS (INCLUDING REASONS)

Highway Informative 03

The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. The works should be constructed in accordance with the Authority's specification that is current at the time of construction. Relocation of existing apparatus, underground services or street furniture will be the responsibility of the applicant, prior to application. For application guidance, approval and specification details, please visit <https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb> or contact vehiclecrossings@lincolnshire.gov.uk

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070

to discuss any proposed statutory utility connections and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit our website via the following links:

Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>

Licences and Permits - <https://www.lincolnshire.gov.uk/licences-permits>

Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity during the construction stage of the permitted development. It shall include;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- wheel washing facilities;

Reason: In the interests of the safety and free passage of those using the adjacent public highway.

No Objections

The principle of acquiring vehicular access to this site and for this form of development from Lister Way, was the subject of a pre-application enquiry made directly to the highway authority. That principle was agreed by the highway authority.

A driver emerging from the site at the proposed point of access would have sufficient visibility to the right of any vehicles approaching from Fydell Street – from either the Grand Sluice direction or the Carlton Road direction - or from the ASDA service yard roundabout, to be able to judge if it would be safe to move off from the access. In the event that there should be a queue of cars waiting on Lister Way at the approach to the Fydell Street traffic signals, a driver wishing to turn right out of the access would have the option to turn out left and circumnavigate the roundabout, in order to join the back of that queue. The carriageway width at this point on Lister Way is sufficient to allow following vehicles to pass-by on the nearside of any vehicle that may be waiting in the road for a gap in on-coming traffic, to turn right into the site. The indicated access has radii, and the access roadway is of sufficient width to allow simultaneous two-way in and out movements without unreasonably affecting the safety or the free passage of other road users. The indicated layout would also provide excellent pedestrian and cycle access.

It is acknowledged that the submitted layout provides only one on-site car parking space per unit of accommodation with a further seven spaces for visitors and that this is below the guidance provided within the South East Lincolnshire Local Plan. However, the proposed apartments are within the centre of Boston, where a wide range of services, facilities, employment opportunities and public transport options can be easily accessed on foot. It would not therefore be essential for those living in the apartments to have use of a motor vehicle to go about their daily lives. Also, sheltered, secure cycle parking is proposed to be provided within the development so it would be possible for residents may be able to make some of their journeys, to destinations that may be beyond convenient walking distance, other than by motor vehicle. Traffic Regulations are in place to prevent vehicles being parked on the roads and streets within the immediate vicinity of the site. Concerns have been raised that, in the event that there should be a greater demand for

residents' car parking than can be met by the number of spaces that are to be provided within the site, residents and/or visitors may be inclined to park on the streets to the north of the site, where there is reported to already be a high demand for the limited number of spaces. It is of course not possible for the Planning Process to prevent such actions, but subject to compliance with any existing parking restrictions on those streets, that practice would not, of itself, be unlawful and would not be contrary to the interests of highway safety. Furthermore, it is also considered that residents and/or visitors who are not able to find an unoccupied parking space within the site would be more inclined to park informally on the grassed areas to be provided on the development site or within the car park of the adjacent supermarket or that of the new retail facility on the opposite side of the roundabout.

Therefore, having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that subject to compliance with the Condition and advice above the proposed development would not be expected to have an unacceptable impact upon highway safety and does not wish to object to this planning application.

Case Officer:

Date: 15 September 2022

Jon Sharpe

**for Warren Peppard
Head of Development Management**