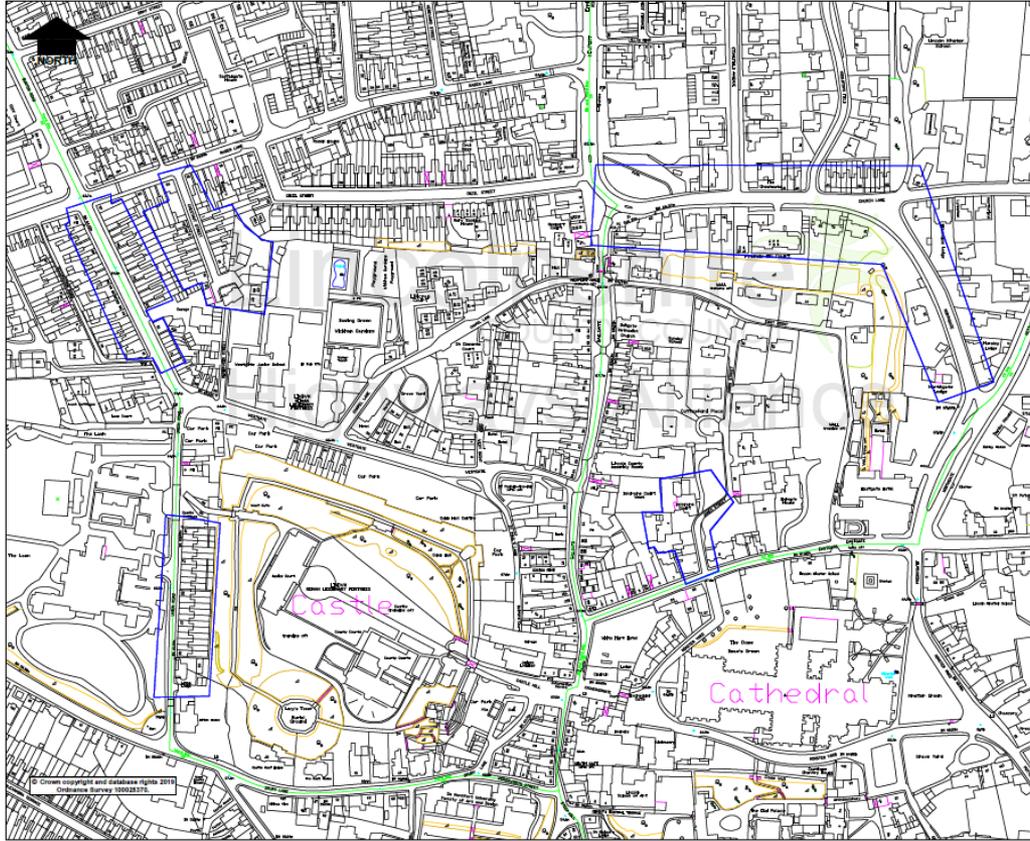
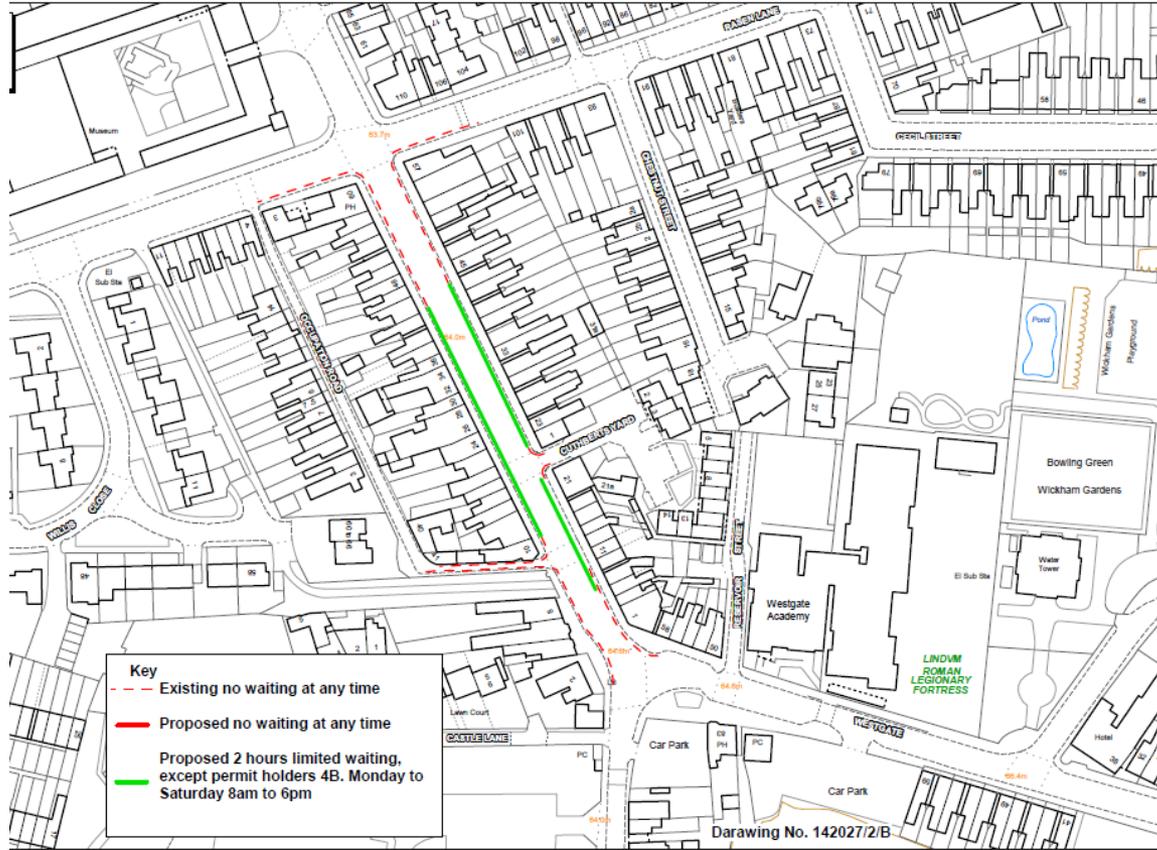


Lincoln: Proposed Residents Parking Scheme extensions, Burton Road, Chestnut Street, James Street and Union Road

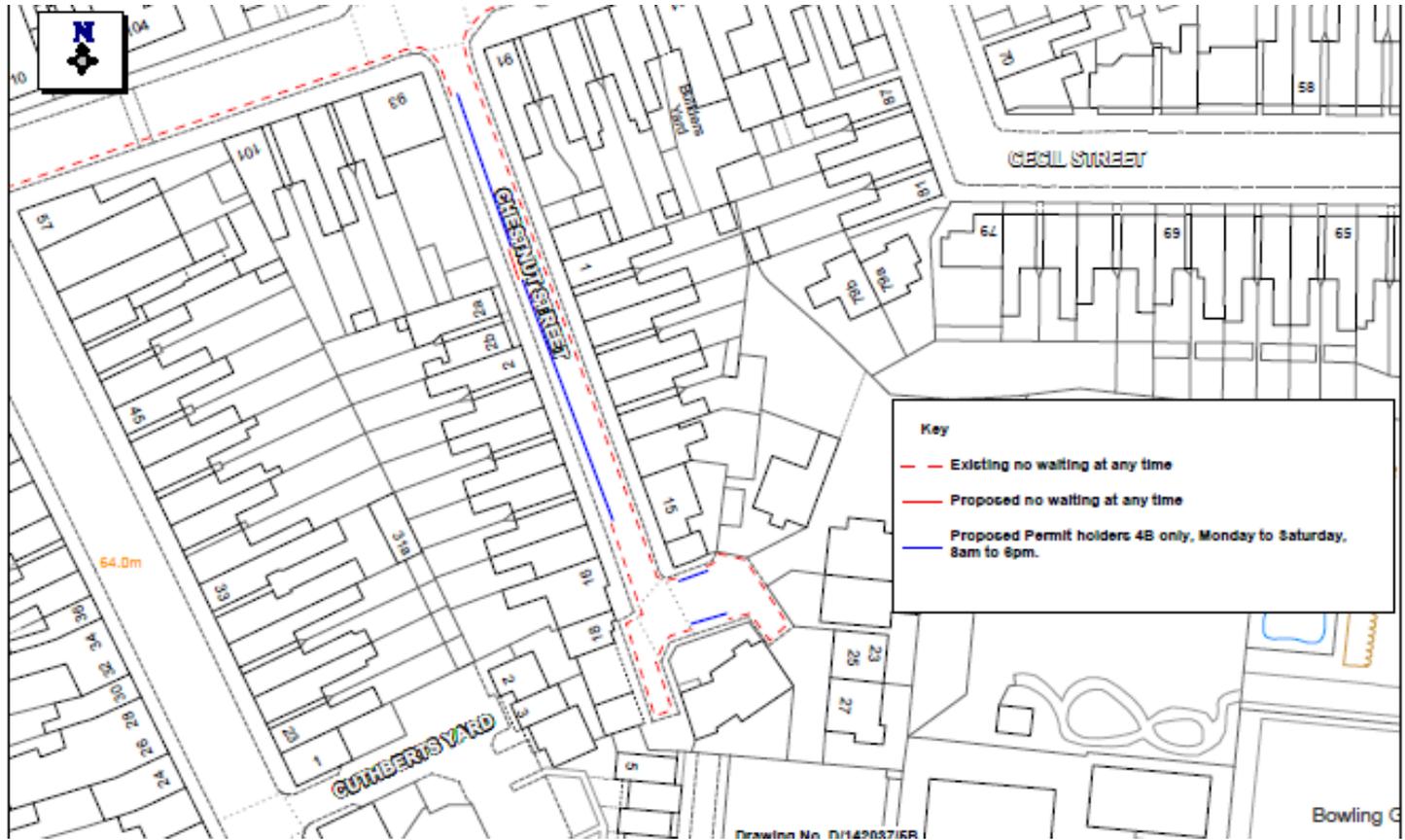
Lincoln: Proposed new Residents Parking Scheme Zone 4G Church Lane and Northgate.



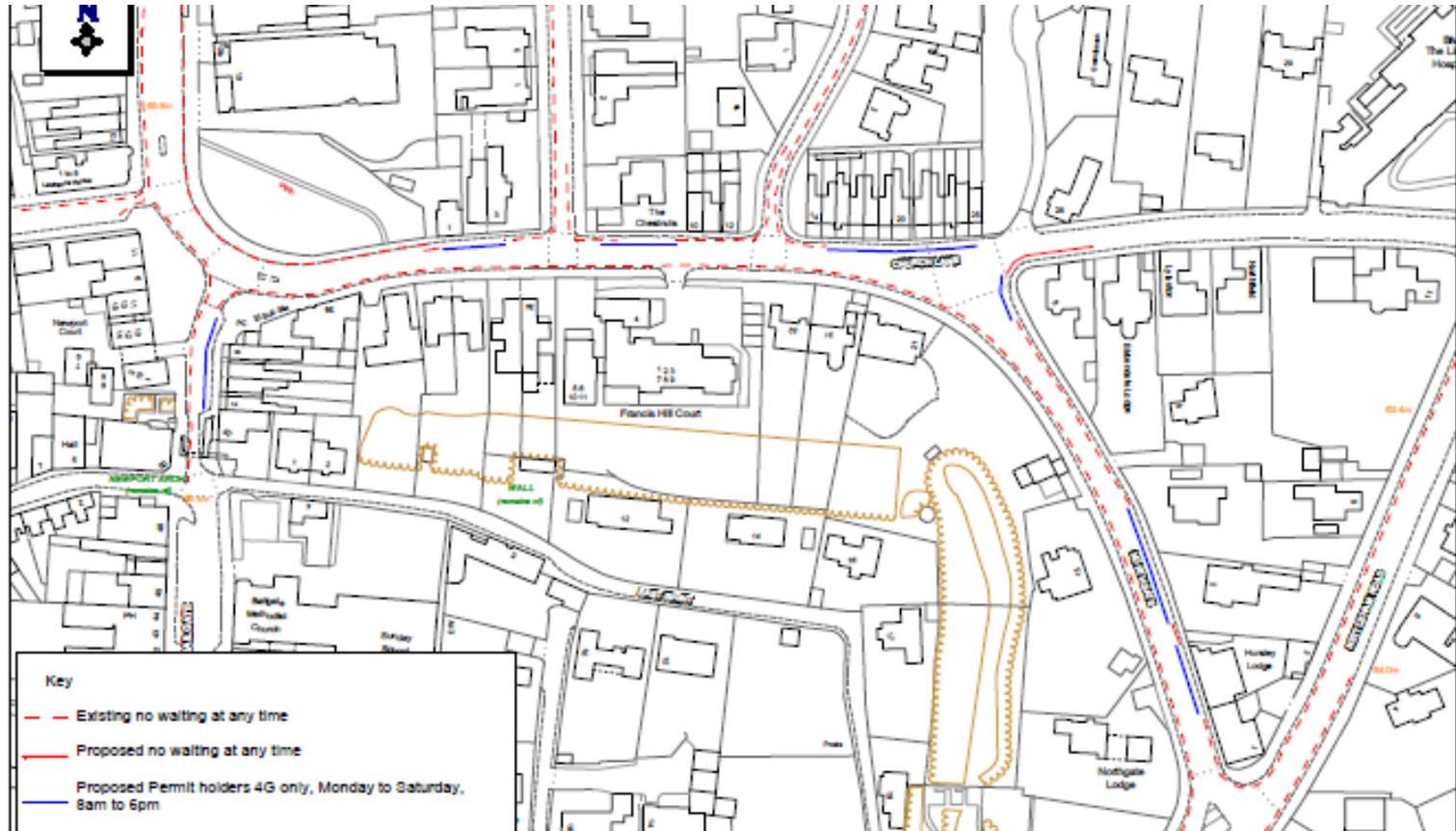
Appendix A – Location Plan



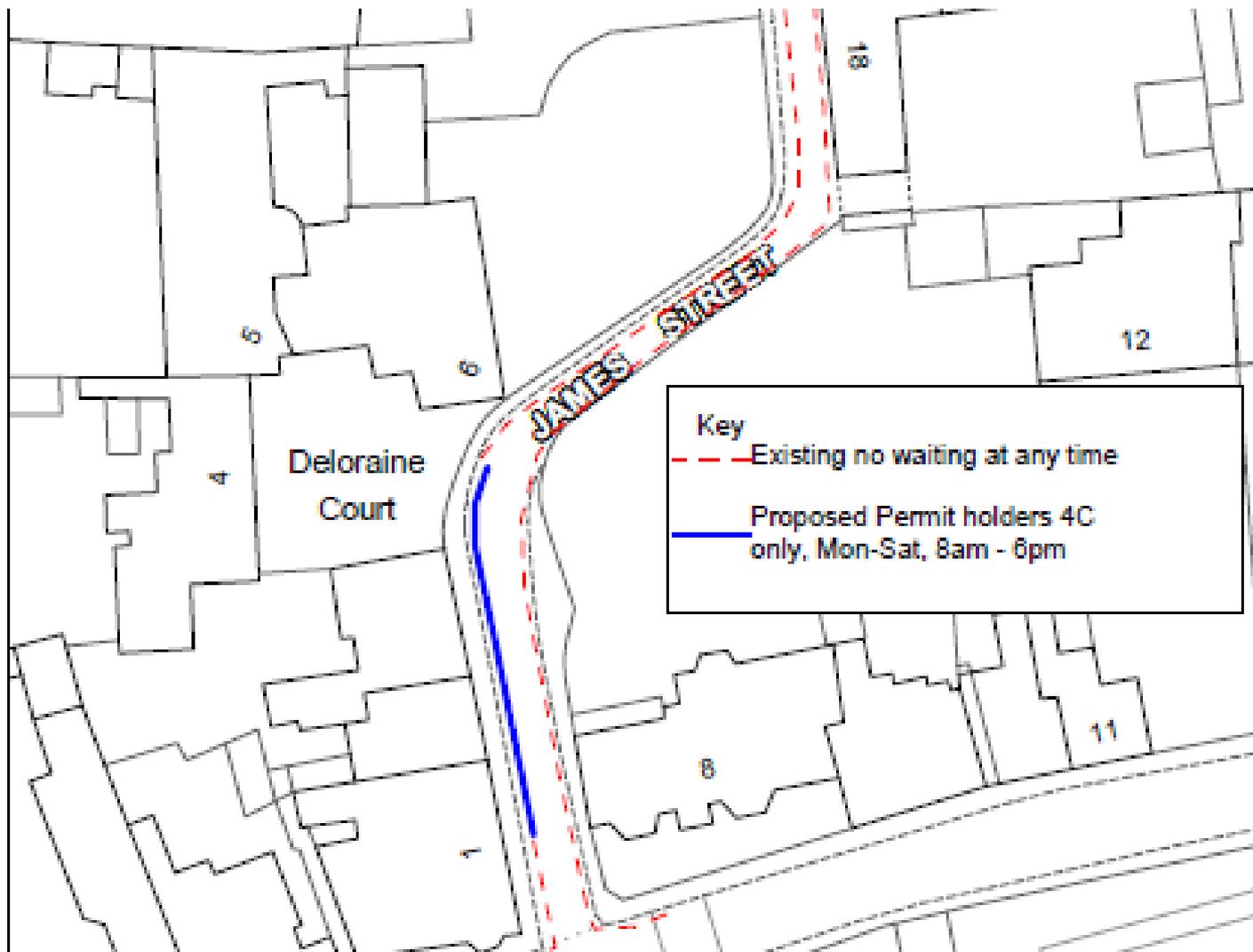
Appendix B – Burton Road proposals



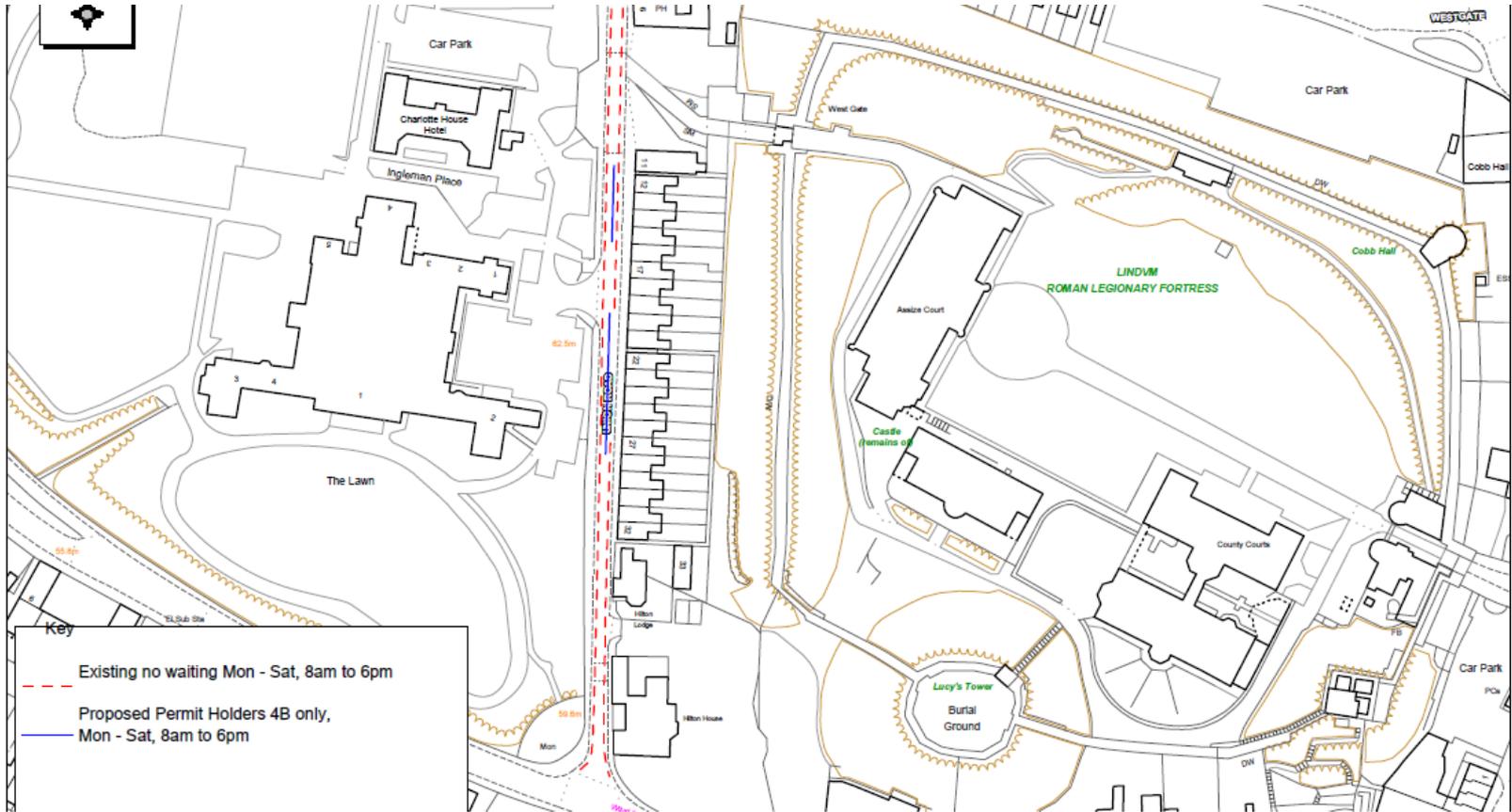
Appendix C – Chestnut Street Proposals



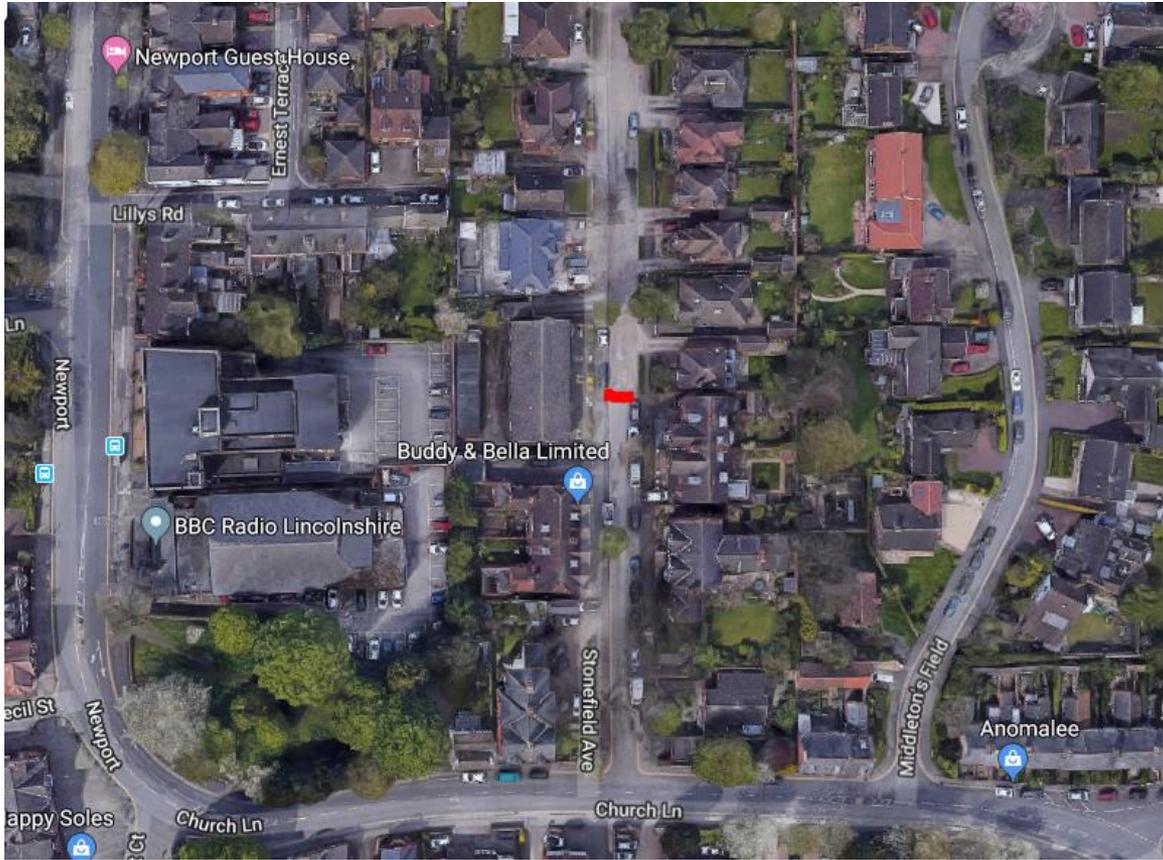
Appendix D - Church Lane and Northgate Proposed new zone 4G



Appendix E - James Street



Appendix F – Union Road



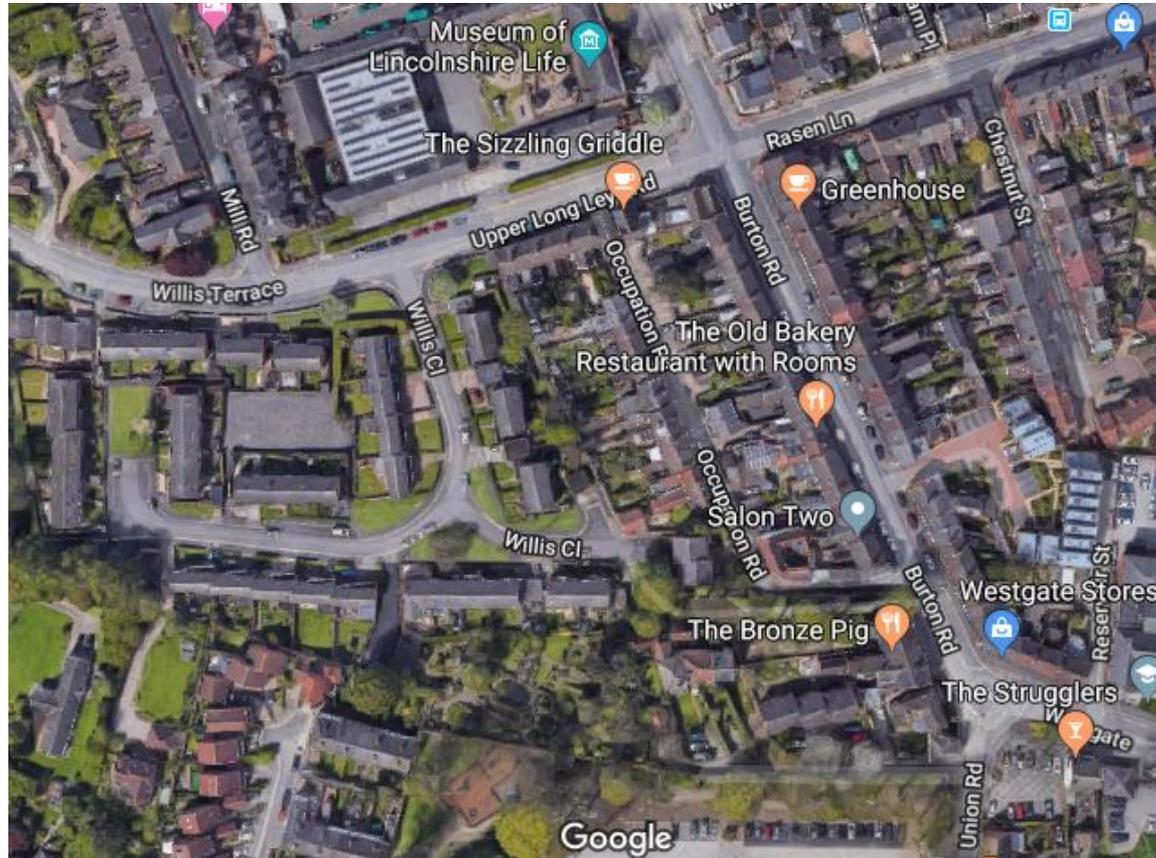
Church Lane/Stonefield Ave junction



Church Lane – looking westwards towards Northgate



James Street – view from Eastgate



Aerial view of Burton Road

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LINCOLNSHIRE COUNTY COUNCIL

PLANNING AND REGULATION COMMITTEE UPDATE – 4 NOVEMBER 2019

- **Attached county map showing location of applications**

ITEM

- 5.1 Head of Planning** – Condition 4 (a) is amended to replace "an archaeological watching brief" with "monitoring and recording".

Thimbleby Parish Council – request a delay to the determination of the application as it is contended that they did not receive a consultation on the application on the 28 August 2019 as set out in the Committee report.

Strongly object to the plans as currently drafted and recommend significant changes are required for the proposal to be more acceptable to the local communities which will be impacted for the reasons set out below (summarised):

- Increased HGV traffic may have a detrimental effect on the structural integrity of local listed buildings;
- Increased HGV traffic will have an adverse impact on residents in terms of noise and airborne pollution, on-going odour from the site arising from stored materials. What remedies will be available if odour arises and what form of monitoring will be implemented?
- The B1190 is an inappropriate route for HGV traffic with "S" and "blind" bends and are already an accident waiting to happen;
- There is insufficient understanding of the risk and nuisance that the transportation of toxic material may have, especially should an accident and any leak of the material occur. ELDC requested an Emergency Plan, would such a plan extend to all residential areas on the route to the site?
- Rather than use the B1190 the Parish Council recommends that the applicant construct a private access from the A158 along the route of an existing bridleway or an existing farm roadway at Hollow Yard (off Green Lane);
- The creation of a private way on the applicants land would ease congestion at the junction of the A158 and B1190 and reduce the existing agricultural traffic travelling through Thimbleby and Edlington.

Head of Planning Response

In respect of the assertion that the Parish Council had not been consulted our records have been checked and confirmed that a consultation was sent on the 28 August to the correct email address for the Parish Council. In any event the Parish Council have made comments which are set out above and therefore the Committee will be aware of these comments when considering

the application. Therefore there is no need for the determination of this application to be deferred.

The Highways Officer confirms that there is sufficient capacity on the B1190 and would not adversely impact on highway safety. As a consequence a requirement to construct a 2 kilometre 'private way' from the A158 would be unreasonable to accommodate one tanker a day over a five month period.

The Historic Environment Officer (Buildings) has confirmed that there would be no adverse impacts on the setting of the historic assets in the area.

Odour/Leaks/Pollution Impacts would be minimal insofar as the transported material is treated prior to transportation and the material is not considered toxic. The management and spreading of the material is subject to an Environmental Permit and the requirements of the Environment Agency The Water Resources (Control of Pollution) (Silage, Slurry and Agricultural Fuel Oil) (England) (SSAFO) Regulations 2010 and 'Good Practice Guidance on protection of water, soil and air' as a consequence ELDC have confirmed that given the requirements of the Environmental Permitting regime their initial requirement for a Management Plan for leaks and spill would no longer be necessary.

6.1 Local resident – an additional representation has been received objecting to the proposal for the following reasons (summarised):

- Kitwood Road is a family orientated cul-de-sac and there are also a number of residences for senior citizens and vulnerable adults on Kitwood Road and Kitwood Drive which could be hugely affected by increased traffic. Concerns regarding the safety of residents, parents and children as a result of the increased traffic during construction of the school and that this would only get worse once the new school is open.
- The gardens on Kitwood Drive are open plan and Waterloo Housing (who own the properties) have refused to install fencing. Residents would therefore like the construction company carrying out the school building work to install fencing to try and maintain safe spaces for children to play.
- At the pre-application consultation event feedback was invited but no names or addresses were taken and so no way to come back to residents to address their concerns.

Sport England - Sport England has commented that the exclusion of much of the existing Boston St Nicholas School from the 'red line plan' means that some of the physical works involved with the project sit outside this application. This includes that part of the new pedestrian path running along the southern edge of the existing school playing field which constitutes development requiring planning permission in its own right. Therefore it is recommended that separate planning applications, requiring statutory consultation with Sport England, therefore be made to secure these works and that also proposals made to install lighting to the MUGA to expand its potential community use. The path would likely be judged to meet a combination of Sport England Exception 3 criteria given its mainly peripheral

routing along the boundary and also possibly Exception 2 if facilitating community access to the MUGA.

It is also recommended a slight amendment to condition 9 be made to read as follows:

Prior to the development hereby permitted being first brought into use, details of the maintenance/improvement works to be carried out to the retained playing field spaces falling within the Boston St Nicholas Primary School site (as identified falling within the land edged blue on Drawing BJF-ALA-00-XX-DR-L-0009 Rev.P06), together with the timescale for implementation shall be submitted for the approval of the County Planning Authority, in consultation with Sport England. The approved works shall thereafter be carried out in accordance with the approved timescale.

Subject to the above Sport England has confirmed that taking into account the proposed community use arrangements for facilities across both the new SEND School and the remodelled Boston St Nicholas School Site (together with enhancements to this site), further precise details of which are to be secured by planning conditions as set out in the published Committee Report, then Sport England can confirm it does not wish to maintain an objection to the application subject to the conditions being imposed should the Council be minded to approve the application.

Head of Planning Response

Sport England - can confirm that planning applications have been submitted and are currently being registered which will seek permission for the connecting footpath within the Boston St Nicholas Primary School site and to install lighting on the MUGA. These will be subject to public consultation in due course.

It is recommended that the suggested revised Condition 9 be accepted and imposed should permission be granted.

Given the withdrawal of Sport England's objection, should permission be granted the application would no longer need to be referred to the SoS. Therefore it is recommended that permission be granted as per conditions set out in the report.

Local resident - the additional objection reflects the comments and concerns already expressed by other residents. A consideration and assessment of the impacts of the development in terms of the additional traffic and on the amenity of residents is contained within the report and this representation does not alter the conclusions drawn.

With regard the request that fencing be installed on the private gardens of the residents, this would not be reasonable, justified and necessary to make the development acceptable in planning terms and so could not be supported.

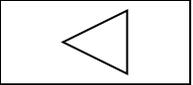
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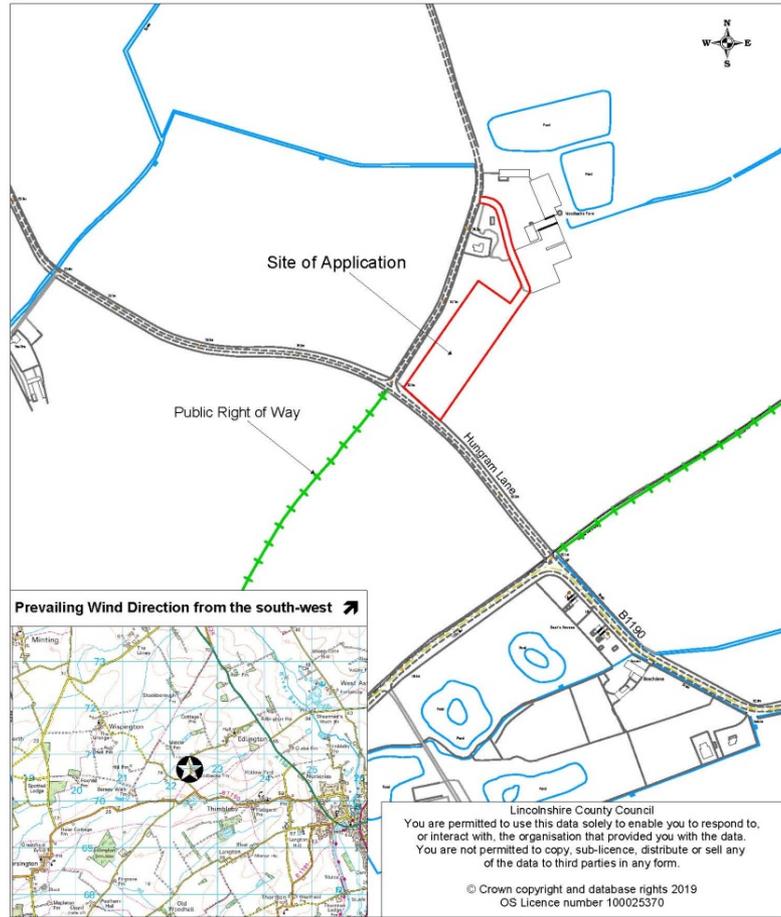


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5.1 Edlington

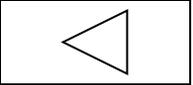
LINCOLNSHIRE COUNTY COUNCIL
PLANNING AND REGULATION COMMITTEE 4 NOVEMBER 2019



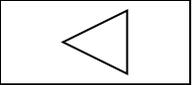
Location:
Woodbecks Farm
Edlington Road
Edlington

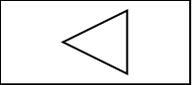
Application No: S/049/01560/19
Scale: 1:5000

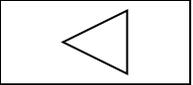
Description:
For the construction of a covered digestate storage lagoon, perimeter bunding and fencing and concrete apron for the storage of silage

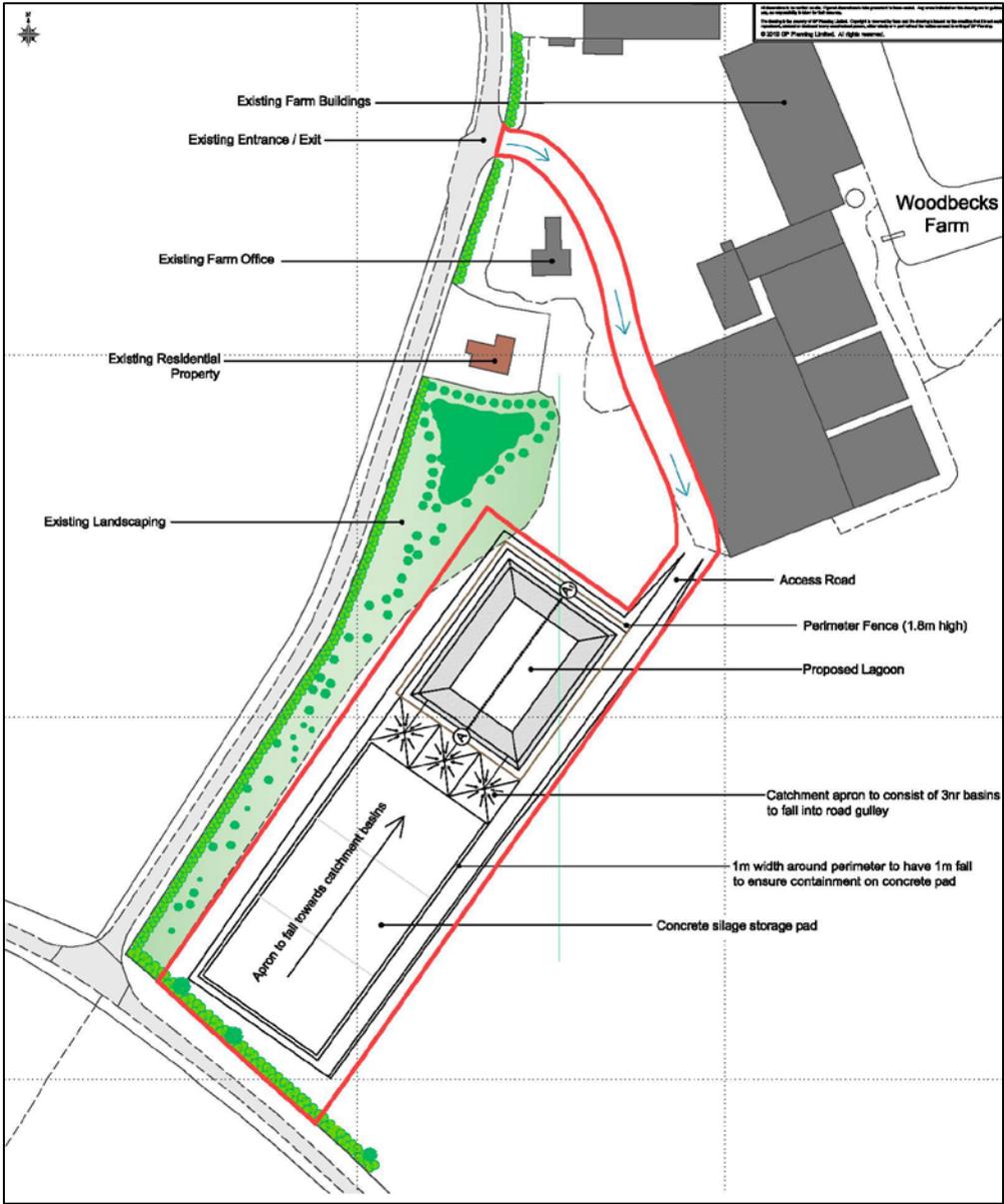


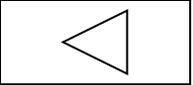






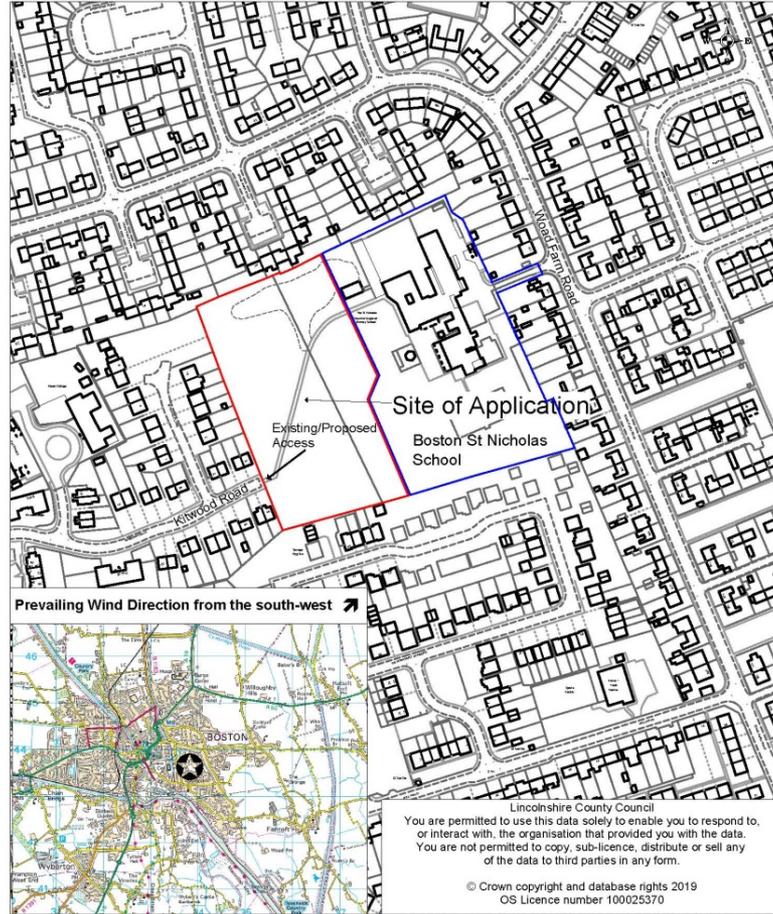






6.1 Boston

LINCOLNSHIRE COUNTY COUNCIL
PLANNING AND REGULATION COMMITTEE 4 NOVEMBER 2019

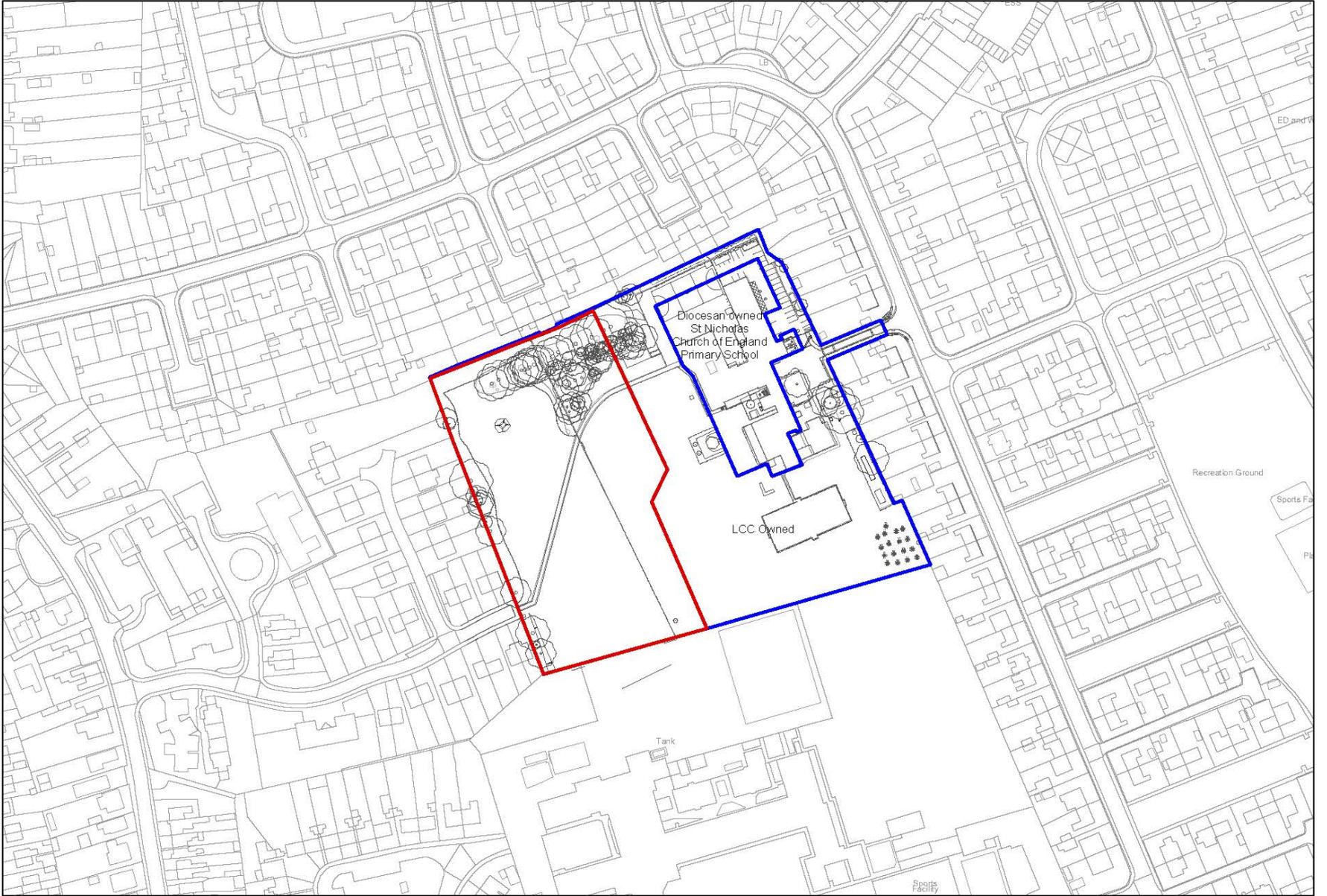


Lincolnshire County Council
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Location:
 Land off Kitwood Road, Boston

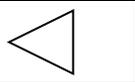
Description:
 To construct a Special Educational Needs and Disability (SEND) school with associated external spaces works, parking and new vehicular and pedestrian access off Kitwood Road

Application No: B/19/0381
Scale: 1:2500









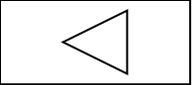
St Nicholas Existing Playing Field Plan



OD CLOSE

St Nicholas Proposed Site Net Loss & Gain Diagram

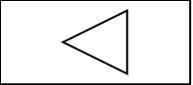




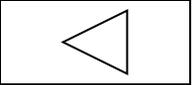
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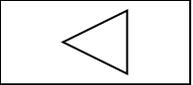
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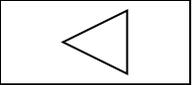


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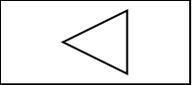


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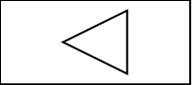




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