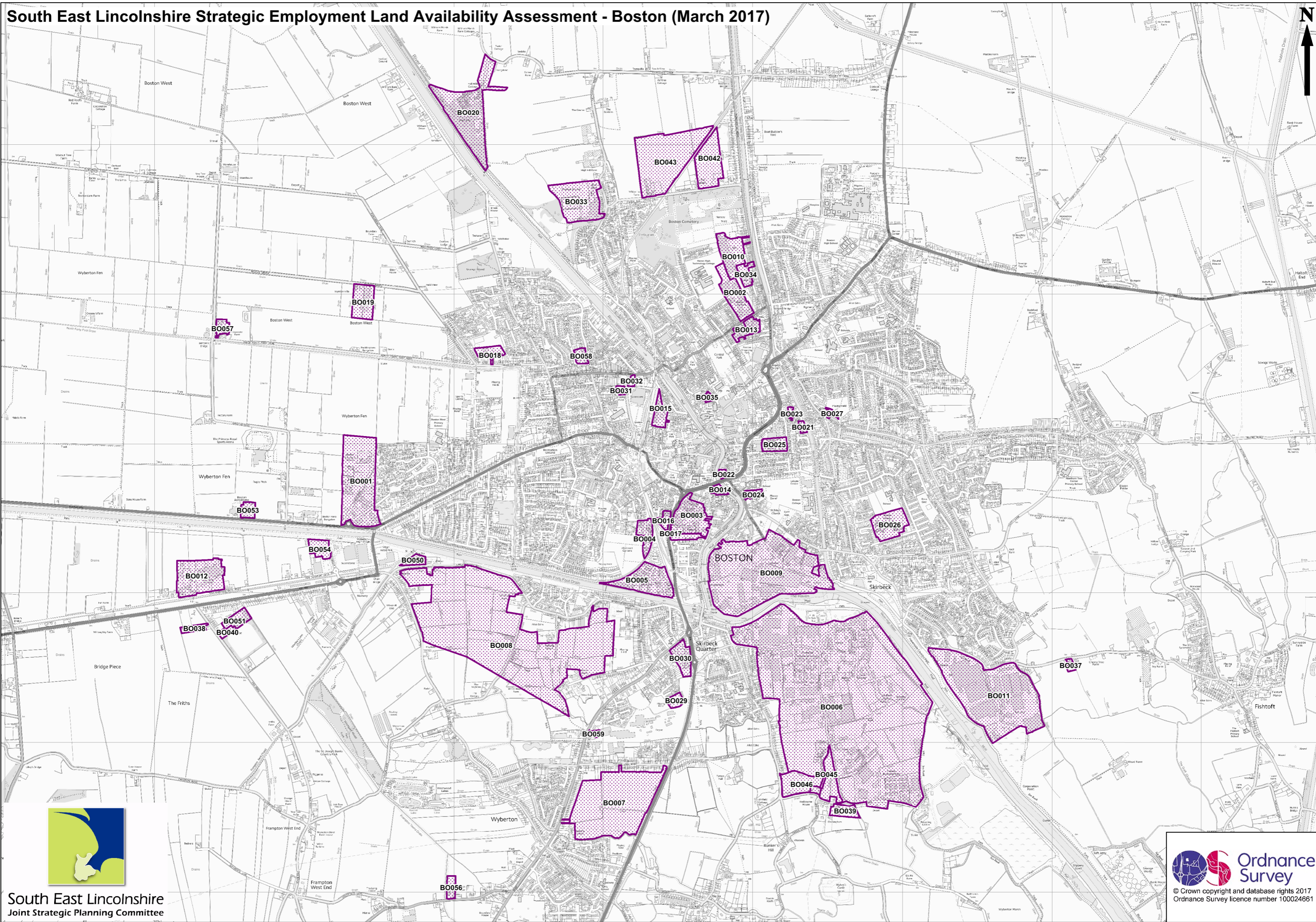


# South East Lincolnshire Strategic Employment Land Availability Assessment - Boston (March 2017)



# Existing Employment Sites

Site Reference	BO002	Settlement	Boston
Site Name	Boston Trade Park	Site Area (Ha)	3.82
Address	Norfolk Street	Current use	B1, B2, B8, D1 and sui generis, approx 50 units
Availability	There are no known legal or ownership issues.		
Achievability	Vacant units are being actively marketed for a mix of B-Class development. Moderate vacancy rate includes that within the serviced office centre, which includes several small units. All are serviced with access so start-up costs are expected to be low which can prove attractive to the market.		
Suitability	Suitable		
	Planning status	Existing employment allocation in BBC Local Plan	
	Location	Within Boston settlement boundary	
	Site Characteristics	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	Environmental issues	Maud Foster Drain Local Wildlife Site is within 112m of the site to the east.	
	Heritage issues	Boston Conservation Area is 28m from the south east corner of the site. No employment development is identified through the Local Plan in this location - should redevelopment/intensification occur (depending on location within the site) development proposals should be informed by a Heritage Impact Assessment. The Assessment would need to address the impact of the proposal on the historic townscape and in particular how it would preserve and enhance the character and appearance of the adjacent conservation area.	
	Highways	Within 500m of A16, a major north-south route, at its junction with the A1137 leading to the A52 and A17. Access to the site is directly from the single Norfolk Street, which means that traffic has to pass through heavily congested narrow, residential streets. The junction to Norfolk Street is unsuitable for large HGVs. Dedicated access road is narrow and winding, passing between two buildings at one point.	
	Access for employees	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 400m of the site. The site is 500m from the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	
	External environment	Low profile, established employment allocation within a predominantly residential area. Mixed quality, some older buildings would benefit from investment. Residential properties about the site which could be affected by noise, odour and light levels.	
	Internal environment	Limited space for turning and manoeuvring of large HGVs on site. Parking and servicing for each unit can spill out elsewhere on site. No landscaping present.	
	Market signals	An established employment allocation. Actively managed and marketed. Evidence of recent investment. Average vacancy rate but good critical mass of B-Class development and trade counters. Evidence of recent investment and planning permissions indicate demand for employment and commercial uses in this location. No opportunities for intensification.	
	Development opportunities	No known constraints that could render redevelopment of units unviable, as infrastructure and highways provided to the site.	
Developable	Developable	Flood risk	FZ3, danger for most, 0.5m-1m

<b>Site Reference</b>	BO003	<b>Settlement</b>	Boston
<b>Site Name</b>	Nelson Way Industrial Estate	<b>Site Area (Ha)</b>	4.93
<b>Address</b>	Liquorpond Street	<b>Current use</b>	A1, B1, B2, B8, D1 and sui generis 70 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Vacant units are being actively marketed for a mix of B-Class development. All vacant units are serviced and have access so start-up costs are expected to be limited.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	Existing employment allocation in BBC Local Plan		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	Grade II listed buildings adjoin the eastern boundary & a small part of Boston Conservation Area covers the eastern part of the site. No new employment development is identified in this location - should redevelopment/intensification occur (depending on location within the site) proposals should be informed by a Heritage Impact Assessment (it would need to address the impact of the proposal on the historic townscape and how it would preserve and enhance the character and appearance of the listed buildings and conservation area.		
<b>Highways</b>	Direct access to the A16, a strategic north-south route, but north bound traffic needs to go via the roundabout with John Adams Way which can be heavily congested at peak times. This also provides access to the A52. Secondary access is via constrained local residential roads, which could cause problems for HGVs. Close to Boston town centre. Site has main spine road (Nelson Way/Hamilton Way) off which each unit has access.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 100m of the site. The site has direct access onto the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	High profile site with a prominent 320m frontage to the A16. Majority of units are good-average quality. Residential properties about the site which could be affected by noise, odour and light levels.		
<b>Internal environment</b>	Limited space within each plot for servicing/manoeuvring and parking so high level of on-street parking or for loading/servicing means conflict between cars, pedestrians and HGVs. Mature trees provide landscaping alongside the A16.		
<b>Market signals</b>	An established, high profile allocated employment area close to the town centre & strategic routes, low vacancy levels. Good critical mass of national and local employment & employment generating uses. Signs of recent investment and planning permissions for COU indicate demand for employment/commercial use in this location. Actively managed, vacant units actively marketed. Limited opportunities for intensification.		
<b>Development opportunities</b>	No known constraints that could render redevelopment of units unviable, as infrastructure and highways provided to the site.		
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3, danger for all, 1-2m

<b>Site Reference</b>	BO004	<b>Settlement</b>	Boston
<b>Site Name</b>	Broadfield Lane Industrial Estate	<b>Site Area (Ha)</b>	1.74
<b>Address</b>	Broadfield Lane	<b>Current use</b>	B2, B8 and sui generis, approx 25
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	All vacant units are serviced and have access so start-up costs are expected to be limited.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	Existing employment allocation in BBC Local Plan		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.		
<b>Environmental issues</b>	South Forty Foot Drain LWS is within 230m of the site to the south.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Highways</b>	Within 650m of the A52, via Broadfield Lane which is a constrained residential street. The site access itself is a narrow road.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 270m of the site. The site is within 650m of the A52. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Low profile employment site. Mixed quality. No major road prominence. Access is constrained. Residential properties about the site which could be affected by noise, odour and light levels.		
<b>Internal environment</b>	Limited opportunities for manoeuvring/turning. On site parking is limited; high level of on-street parking compounds access issues. Some trees exist along the western boundary and open land provides a buffer to the railway line in the east.		
<b>Market signals</b>	An established allocation. Medium vacancy levels, low environmental quality, little evidence of marketing. Little sign of investment. Site provides a useful role as good critical mass of 'bad neighbour' uses such as scrap yards.		
<b>Development opportunities</b>	Contaminated land issues should be investigated should redevelopment take place.		
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3, danger for most, 1-2m

<b>Site Reference</b>	BO005	<b>Settlement</b>	Boston
<b>Site Name</b>	Redstone Industrial Estate	<b>Site Area (Ha)</b>	5.66
<b>Address</b>	Redstone Road	<b>Current use</b>	B1, B2, B8 and sui generis, approx 25 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	All vacant units are serviced and have access so start-up costs are expected to be limited.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Existing employment allocation in BBC Local Plan	
	<b>Location</b>	Within Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	<b>Environmental issues</b>	South Forty Foot Drain LWS adjoins the southern boundary of the site.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	Direct access from Redstone Road to the A16, a strategic north-south route with nearby connection to the A52. However the A16/A52 near the town centre is heavily congested at peak times. Redstone Road is a dedicated spine road to each plot, although is shared with occupiers of the residential site to the north which could lead to conflict.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 335m of the site. The site has direct access onto the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	
	<b>External environment</b>	High profile employment site, with a short prominent 80m frontage to the A16. Mixed quality units, most average. Residential properties abut the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	Some space on plot for servicing/manoeuvring and parking. Some on-street parking can cause difficulties for HGVs. Some trees exist along the South Forty Foot Drain and provide a buffer to the A16 at the site's entrance.	
	<b>Market signals</b>	An established allocation with a reasonable profile. Relatively close to the town centre, low vacancy rate. Good critical mass of local B-Class development and trade counters. Recent planning permissions for change of use indicate demand for employment and commercial uses in this location. Site actively managed and units marketed.	
	<b>Development opportunities</b>	No known constraints that could render redevelopment of units unviable, as infrastructure and highways provided to the site. The site is bounded by gypsy and traveller accommodation to the north (which shares access) which could affect the type of uses and hours of operation in the future.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for most, 0.5m-1m

<b>Site Reference</b>	BO009	<b>Settlement</b>	Boston
<b>Site Name</b>	Boston Port Estate,	<b>Site Area (Ha)</b>	29.8
<b>Address</b>	St John's Road	<b>Current use</b>	Operational port, B1, B8, vacant land, 40 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent company's finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Allocation for port related development in BBC Local Plan	
	<b>Location</b>	Within Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the majority of the site is previously developed. The site has little intrinsic amenity value and is currently used as a port and for employment related uses.	
	<b>Environmental issues</b>	The South Forty Foot Drain LWS is about 100m to the south west of the site.	
	<b>Heritage issues</b>	Listed Bridges adjoin the site to the east and west, and a listed building adjoins the site to the north-east. adjoins the site to the west. Boston Conservation Area adjoins the western boundary and Boston Skirbeck Conservation Area adjoins eastern boundary. Mitigation may be required to offset any potential harm identified within a Statement of Significance, but this will depend on the type and scale of development and its location within the site.	
	<b>Highways</b>	St John's Road provides access to the A1138 and the A16, a strategic north-south route, 500m from the site, which involves passing residential properties and John Adams Way which passes the town centre which can be busy at peak periods. A private road appears to provide access to the eastern part of the site but this involves passing residential areas. This may need to be upgraded to accommodate specific uses. Dedicated freight railway line terminates on site, but service only runs once a week.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 360m of the site. The site is within 500m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	
	<b>External environment</b>	Low profile site contains a good critical mass of national and local port related uses and the port itself. Area is generally in good condition. Residential properties adjoin the site which could be affected by noise, odour and light. The site is within the Boston built up area so employees would have good access to local amenities.	
	<b>Internal environment</b>	Space for turning/manoeuvring and parking within the site. Quality of boundary treatments vary.	
	<b>Market signals</b>	An established low profile employment allocation, with a good critical mass of national and port related B-Class development. Majority of units are in good condition. Evidence of recent investment indicating the long term potential of the site as an operational port and associated uses. Actively managed.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to each unit/boundaries of underused land. Upfront investment would be required to intensify: water & foul water, flood mitigation & surface water drainage would be required. Contaminated land may be an issue.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, 1-2m

<b>Site Reference</b>	BO010	<b>Settlement</b>	Boston
<b>Site Name</b>	Norprint	<b>Site Area (Ha)</b>	3.7
<b>Address</b>	Horncastle Road	<b>Current use</b>	B1, B2 5 units
<b>Availability</b>	The site has planning permission for residential development so is not available for employment use.		
<b>Achievability</b>	Planning permission for residential use indicates that the site is no longer considered to be a viable employment use.		
<b>Suitability</b>	Unsuitable		
	<b>Planning status</b>	Existing employment allocation in BBC Local Plan	
	<b>Location</b>	Within Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, part of the site appears to be grassed, and the majority is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	<b>Environmental issues</b>	The Boston Cemetery LWS borders the north western corner of the site, the Maud Foster Drain Local Wildlife Site is about 15m from the site entrance.	
	<b>Heritage issues</b>	A Historic Park and Garden and a listed building are in close proximity to the site. Any potential impacts will be addressed through the development process for the consented residential development.	
	<b>Highways</b>	Within 1km of the A16 at its junction with the A1137 leading to the A52, a major east-west route. Access to the site is directly from the Horncastle Road, which means that traffic has to pass through heavily congested narrow, residential streets. The junction to Horncastle Road is tight for large HGVs.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 100m of the site. The site is within 1km of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	
	<b>External environment</b>	Low profile site to the rear of residential properties. Most of the units are in good condition. Residential properties about the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	Space for turning and manoeuvring of large HGVs on site. Parking on site. Some trees exist along the western boundary.	
	<b>Market signals</b>	An established employment allocation, forms a critical mass of employment uses with the adjoining Boston Trade Park to the south. One occupier has vacated the site. Planning permission for residential use.	
	<b>Development opportunities</b>	The site has planning permission for residential use; it is considered that redevelopment would only take place for that use.	
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for most, 1-2m



<b>Site Reference</b>	BO011	<b>Settlement</b>	Boston
<b>Site Name</b>	Metsawood Ltd/Fogarty's	<b>Site Area (Ha)</b>	25.79
<b>Address</b>	Fishtoft Road	<b>Current use</b>	B1, B2, B8, approx 35 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Existing employment allocation in BBC Local Plan	
	<b>Location</b>	Within Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	<b>Environmental issues</b>	Havenside LNR adjoins the site to the west and south.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	Approx 2.2km from the A16 a major north-south route, which provides access to the A52 (east-west route). Direct access to Fishtoft Road from the eastern site, a long access road gives dedicated access to the western site. All traffic has to pass along local, congested roads and through residential areas.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 350m of the site. The site is within 2.2km of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	
	<b>External environment</b>	Reasonable profile locally with a long 500m frontage to Fishtoft Road. Area is generally in good condition. Residential properties abut the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	Appropriate space for turning/manoeuvring within each site. Dedicated car parks provide space for staff and visitors on site. A landscape bund and mature tree belt is situated on the eastern boundary of the Metsawood site, and mature trees and fencing are situated along the eastern boundary of the Fogarty's site. Mature trees buffer the site from The Haven and provide some screening from agricultural land to the south.	
	<b>Market signals</b>	An established employment allocation with a good profile locally, particularly along its eastern boundary. Good critical mass of two large scale national and local businesses - Metsawood and Fogarty's. Sites actively managed. Signs of recent investment indicate demand for employment uses in this location.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. Opportunities exist for intensification in future.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, >2m

<b>Site Reference</b>	BO012	<b>Settlement</b>	Boston
<b>Site Name</b>	Tulip Ltd	<b>Site Area (Ha)</b>	6.94
<b>Address</b>	New Hammond Beck Road	<b>Current use</b>	B1, B2, B8 approx 26 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Existing employment site	
	<b>Location</b>	84m from Boston settlement boundary	
	<b>Site Characteristics</b>	The site has some amenity value owing to part being open, farmed grade 2 land, but the majority is previously developed land.	
	<b>Environmental issues</b>	South Forty Foot Drain LWS lies 232m north of the site.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	Access is via a dedicated spine road to New Hammond Beck Road, a local road which provides access to the A52, a major east-west route 1.2km from the site (although does not need to pass residential areas). A spine road runs through the site serving individual units and to the access bays for HGVs.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle, but not by foot. Bus stops are within 1km of the site. The site is within 1.2km of the A52. The site is 84m from the Boston built-up area (settlement boundary). The site has more limited access by a range of employees.	
	<b>External environment</b>	Low profile site but with good access to the A52. Excellent condition. A residential property abuts the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	A dedicated one way loop allows vehicles and HGVs to manoeuvre and reverse in to loading bays easily. Dedicated car parks to the front of the site. The southern boundary is wholly fenced and partly treed.	
	<b>Market signals</b>	An established employment site. One national business - Tulip Ltd, occupies a purpose built facility. Site actively managed. Evidence of recent investment indicates demand for employment uses in this location.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. Opportunities exist in the southern and northern parts of the site for intensification in future.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for most, 1-2m

<b>Site Reference</b>	BO015	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the north of Station Street	<b>Site Area (Ha)</b>	1.35
<b>Address</b>	Station Street	<b>Current use</b>	B1, sui generis, approx 8 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Existing employment site	
	<b>Location</b>	Within Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	<b>Environmental issues</b>	No national or local environmental designations nearby.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	Direct access along Station Approach to the A52 a strategic east-west route, about 200m from the site. Site access via a residential road, with secondary access via Tower Street on the eastern boundary which also passes through a residential area.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Boston bus station is within 200m of the site. The site is adjacent to Boston railway station. The site is within 200m of the A52. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	
	<b>External environment</b>	Established low profile employment site, with good access to the town centre and A52. Average condition. Residential properties about the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	A one-way loop seems to operate to allow space for turning/manoeuvring on site. Dedicated parking on site. Grassed areas provide buffers to housing and some trees provide a buffer to the railway line in the northern part of the site.	
	<b>Market signals</b>	An established employment site in a highly accessible central location; adjacent to the railway station and within close proximity of the Bus Station. Relatively low profile to the rear of residential properties. Site occupied by one user - BT. Good critical mass of employment generating uses with the nearby town centre. Site actively managed.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. Opportunities exist for intensification in future.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, >2m

<b>Site Reference</b>	BO037	<b>Settlement</b>	Boston
<b>Site Name</b>	Brain Fairweather Autos	<b>Site Area (Ha)</b>	0.36
<b>Address</b>	Fishtoft Road	<b>Current use</b>	B2 3 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Existing employment site	
	<b>Location</b>	205m from Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	<b>Environmental issues</b>	No national or local environmental designations nearby.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	The site is 2.8km from the A16, a major north-south route. Direct access onto Fishtoft Road, a local road which passes through residential areas.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle, but not by foot or public transport. The site is within 2.8km of the A16. The site is 205m from the Boston built-up area (settlement boundary). The site has limited access by a range of employees.	
	<b>External environment</b>	Low profile site, in a countryside location. Average condition. Residential properties about the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	There is space for turning and manoeuvring on site although this may prove problematic for larger vehicles. Space for car parking on site although unstructured. Mature hedging appears to landscape the boundaries of the site.	
	<b>Market signals</b>	An established small scale employment site. One occupier - Brian Fairweather. Site actively managed. Low profile site in a countryside location, lack of other employment uses nearby.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. Opportunities exist for intensification in the southern part of the site in future.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, 1-2m

<b>Site Reference</b>	BO038	<b>Settlement</b>	Boston
<b>Site Name</b>	Bredon Premix Concrete	<b>Site Area (Ha)</b>	0.68
<b>Address</b>	Fen Road	<b>Current use</b>	B2 3 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Existing employment site	
	<b>Location</b>	15m from Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	<b>Environmental issues</b>	No national or local environmental designations nearby.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	The site is 139m from the A52, a major east-west route. Direct access onto Fen Road, a local road which passes residential areas.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle, but not by foot or public transport. The site is within 139m of the A52. The site is 15m from the Boston built-up area (settlement boundary). The site has more limited access by a range of employees.	
	<b>External environment</b>	Low profile site. Average condition. A residential property abuts the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	There is space for turning and manoeuvring on site although this may prove problematic for larger vehicles. Space for car parking on site although unstructured. Mature trees, hedging and fencing landscape the boundaries of the site.	
	<b>Market signals</b>	An established small scale employment site. One occupier - Bredon. Site actively managed. Low profile site.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. Opportunities exist for intensification in future.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for most, 1-2m

<b>Site Reference</b>	BO040	<b>Settlement</b>	Boston
<b>Site Name</b>	Lincolnshire Drainage Company	<b>Site Area (Ha)</b>	0.43
<b>Address</b>	Fen Road	<b>Current use</b>	B1 1 unit
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Existing employment site	
	<b>Location</b>	Within Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	<b>Environmental issues</b>	No national or local environmental designations nearby.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	The site is 459m from the A52, a major east-west route. Direct access onto Fen Road, a local road which passes residential areas.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle, but not by foot or public transport. The site is within 459m of the A52. The site is adjacent to the Boston built-up area (settlement boundary). The site has more limited access by a range of employees.	
	<b>External environment</b>	Low profile site. Good condition. A residential property is in close proximity to the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	There is space for turning and manoeuvring on site. Dedicated car park to the front of the site. Some trees to the boundaries and planting and fencing to the front.	
	<b>Market signals</b>	An established small scale employment site. One occupier - Lincolnshire Drainage Company. Site actively managed. Low profile site.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. However there appears to be limited capacity on site to intensify significantly.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for most, 1-2m

<b>Site Reference</b>	BO050	<b>Settlement</b>	Boston
<b>Site Name</b>	Wyberton Chain Bridge Depot	<b>Site Area (Ha)</b>	0.8
<b>Address</b>	Chain Bridge Road	<b>Current use</b>	B2 2 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Existing employment site	
	<b>Location</b>	33m from Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	<b>Environmental issues</b>	South Forty Foot Drain LWS is 37m from the northern boundary of the site.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	The site is 203m from the A52, a major east-west route. Direct access via a one way loop onto Chain Bridge Road, a local road and no need to pass residential areas or town centres.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 300m of the site. The site is within 203m of the A52. The site is 49m from the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	
	<b>External environment</b>	Low profile site in close proximity to the A52. Good condition. A residential property is in close proximity to the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	There is space for turning and manoeuvring on site. Dedicated space to park vehicles within the site. Some trees to the boundaries and fencing to the front.	
	<b>Market signals</b>	An established small scale employment site. One occupier - LCC. Site actively managed.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. However there appears to be limited capacity on site to intensify significantly.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, 1-2m

<b>Site Reference</b>	BO051	<b>Settlement</b>	Boston
<b>Site Name</b>	Former Council Depot	<b>Site Area (Ha)</b>	1.47
<b>Address</b>	Fen Road	<b>Current use</b>	B2 2 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Existing employment site	
	<b>Location</b>	Within Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	<b>Environmental issues</b>	No national or local environmental designations nearby.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	Dedicated access onto Fen Road, a local road. The site is 223m from the A52, a major east-west route but vehicles would pass residential areas.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle, but not by foot or public transport. The site is within 223m of the A52. The site is within Boston built-up area (settlement boundary). The site has more limited access by a range of employees.	
	<b>External environment</b>	Low profile site to the rear of business use. Site is in good condition. Residential properties adjoin the site so could be affected by noise, odour and light.	
	<b>Internal environment</b>	There is space for turning and manoeuvring on site. Dedicated space to park vehicles within the site. Trees and fencing to the boundaries.	
	<b>Market signals</b>	An established small scale employment site. One occupier. Site actively managed. Recent change of occupier indicates demand for employment uses in this location.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. There appears to be some capacity on site to intensify.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, 1-2m



<b>Site Reference</b>	BO052	<b>Settlement</b>	Boston
<b>Site Name</b>	Bellview Yard	<b>Site Area (Ha)</b>	1.31
<b>Address</b>	Fen Road	<b>Current use</b>	B1, B2
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Unsuitable		
	<b>Planning status</b>	Existing employment site	
	<b>Location</b>	937m from Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value, and is currently used for employment.	
	<b>Environmental issues</b>	Westgate Wood and Meadow LWS is 320m from the eastern boundary.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	The site is 1.2km from the A52, a major east-west route. Direct, unmade access onto Fen Road, a local road, passes residential areas but not town centres.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle, but not by foot or public transport. The site is within 459m of the A52. The site is 937m from the Boston built-up area (settlement boundary). The site has limited access by a range of employees.	
	<b>External environment</b>	Low profile site in a predominantly countryside location. Site is in good condition. Residential properties adjoin the site so could be affected by noise, odour and light.	
	<b>Internal environment</b>	There is space for turning and manoeuvring on site. Dedicated space to park vehicles within the site. Fencing to the boundaries.	
	<b>Market signals</b>	An established small scale employment site. One occupier. Site actively managed. Signs of recent investment and planning permissions indicate demand for employment uses in this location.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. There appears to be some capacity on site to intensify.	
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for all, 1-2m

<b>Site Reference</b>	BO053	<b>Settlement</b>	Boston
<b>Site Name</b>	JT Friskney/Wyberton Car Sales	<b>Site Area (Ha)</b>	0.96
<b>Address</b>	Boardsides	<b>Current use</b>	Sui generis 4 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Unsuitable		
	<b>Planning status</b>	Commitment B/13/0442 Erection of steel-framed agricultural machinery store	
	<b>Location</b>	443m from Boston settlement boundary	
	<b>Site Characteristics</b>	The site has some amenity value owing to part being open grade 2 land, but the majority is previously developed land.	
	<b>Environmental issues</b>	South Forty Foot Drain is 29m from the southern boundary of the site.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	The site is 890m from the A52, a major east-west route. Direct access onto Boardsides (A1121) with no need to pass residential areas or not town centres.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle, but not by foot or public transport. The site is within 890m of the A52. The site is 443m from the Boston built-up area (settlement boundary). The site has limited access by a range of employees.	
	<b>External environment</b>	Good profile locally with a frontage to a busy A road, albeit in a detached location. Good condition. A residential property is in close proximity to the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	There is space for turning and manoeuvring on site. Dedicated space to park vehicles within the site. Some grass provides limited landscaping.	
	<b>Market signals</b>	An established commercial site. Two main occupiers. Site actively managed. No vacant units. Sites actively managed. Signs of recent investment and planning permissions indicate demand for commercial uses in this location.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. Opportunities exist for intensification in the eastern part of the site in future.	
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for most, 1-2m

<b>Site Reference</b>	BO056	<b>Settlement</b>	Boston
<b>Site Name</b>	Rolec Services Ltd	<b>Site Area (Ha)</b>	0.86
<b>Address</b>	Ralphs Lane	<b>Current use</b>	B1, 4 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Existing employment site	
	<b>Location</b>	164m from Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently used for employment.	
	<b>Environmental issues</b>	No national or local environmental designations nearby.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Highways</b>	The site is 1.3km from the A16, a major north-south route. Unconstrained direct access onto Ralphs Lane, a local road, which passes residential areas.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are 435m from the site. The site is 1.3km from the A52. The site is 164m from Boston built-up area (settlement boundary). The site has potential to be accessible by a range of employees.	
	<b>External environment</b>	An established employment site, with a low profile. The area is generally in excellent condition. Residential properties about the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	There is space for turning and manoeuvring on site. Dedicated space to park vehicles within the site. Fencing and limited landscaping to the boundaries.	
	<b>Market signals</b>	An established local employment site. One local business - Rolec occupies a purpose built facility. Site actively managed. Evidence of recent investment and planning permissions indicates demand for employment use in this location.	
	<b>Development opportunities</b>	No known constraints that could render intensification unviable, as infrastructure and highways provided to the site and it is understood that the site is within the occupiers ownership. However there appears to be limited capacity on site to intensify significantly.	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, 1.0m-2.0m

<b>Site Reference</b>	BO057	<b>Settlement</b>	Boston
<b>Site Name</b>	Boston Auction Mart	<b>Site Area (Ha)</b>	0.84
<b>Address</b>	Punchbowl Lane	<b>Current use</b>	B8, Sui generis, 6 units
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Any extension/intensification works would be met from the parent companies finances as part of an agreed business plan/financial model. It is anticipated that this would not impact upon the viability of the occupiers operation.		
<b>Suitability</b>	Unsuitable		
	<b>Planning status</b>	Existing employment site	
	<b>Location</b>	1.3km from Boston settlement boundary	
	<b>Site Characteristics</b>	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently used for commercial business.	
	<b>Environmental issues</b>	No national or local environmental designations nearby.	
	<b>Heritage issues</b>	A listed building lies within the boundary of the site. No employment development is identified through the Local Plan in this location - should redevelopment/intensification occur (depending on location within the site) development proposals should be informed by a Heritage Impact Assessment. The Assessment would need to address the impact of the proposal on the historic townscape and in particular how it would preserve and enhance the character and appearance of the listed building.	
	<b>Highways</b>	Unconstrained direct access onto Punchbowl Lane, a local road. The site is 2.2km from the A52, a major east-west route and vehicles do not need to pass town centres or residential areas.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle but not by foot and public transport. The site is 2.2km from the A52. The site is 1.3km from Boston built-up area (settlement boundary). The site has limited potential to be accessible by a range of employees.	
	<b>External environment</b>	A low profile site within a predominantly countryside location. The area is generally in good condition. Residential properties abut the site which could be affected by noise, odour and light levels.	
	<b>Internal environment</b>	There is space for turning and manoeuvring on site. Space for parking on site. Hedges along all boundaries.	
	<b>Market signals</b>	An established site. Multiple occupiers. Site actively managed. Evidence of recent investment and planning permissions indicates demand for commercial use in this location.	
	<b>Development opportunities</b>	No known constraints that could render intensification or redevelopment of the site for employment use unviable, as infrastructure and highways provided to the site. Opportunities exist for intensification within the site in future although these could be restricted by heritage issues.	
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for most, 0.5m-1m

# Potential Employment Sites

Site Reference	BO001	Settlement	Boston
Site Name	Endeavour Park, Boardsides	Site Area (Ha)	13.3
Current use	B1, D1, sui generis, agricultural land	Available land (ha)	4.3
Proposed employm	B1	Net available land (ha)	3.4
Availability	There are no known legal or ownership issues.		
Achievability	Good achievability for employment. Values are moderate & opening up costs are likely to be low. Costs for the extension are likely moderate (access, foul & water, surface water & flood mitigation). Demand for offices is not high but sites are 'shovel ready'. If it is allocated there is a reasonable prospect that it would be developed 2017-2021.		
Suitability	Suitable		
Planning status	Existing employment allocation in BBC Local Plan		
Location	Within Boston settlement boundary		
Site Characteristics	It is partly previously developed for employment/employment generating uses, and partly agricultural/grassed land. The site has some amenity value owing to part being open, farmed Grade 2 land		
Environmental issues	South Forty Foot Drain LWS is within 25m of the site to the south.		
Heritage issues	No national or local heritage designations nearby.		
Character	Acceptable - the majority of the vacant land is within the boundaries of the employment site so would be in character with the existing uses. Built development exists to the east of the extension to the north, therefore development would be in keeping with the existing built form.		
Highways	A dedicated spine road (Gilbert Drive) and roundabout provides access to the A1121. Each plot has access onto Gilbert Drive. Access and spurs in place to serve available land, including a roundabout to service the extension to the north. The spurs may need to be upgraded to accommodate specific uses. The site is 180m from the A52, a strategic east-west route. No need to pass residential areas or the town centre.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle (a dedicated cyclepath runs through the site) and and by foot. Bus stops are within 240m of the site. The site is 180m from the A52. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
External environment	High profile site with a 266m frontage including the A52. Area in good condition. Residential properties adjoin the boundary which could be affected by noise, odour and light - likely impact would depend upon the proposed use. The site is within the Boston built up area so employees would have good access to local amenities.		
Internal environment	A relatively flat rectangular site with infrastructure to each unit & to the boundaries of each vacant plot. Establishing landscaping evident. Space for turning/manoeuvring & parking in each plot, some on street parking evident. Provision would need to be made within the curtilage for additional uses.		
Market signals	A strategic, high profile, established allocation, with a prominent 266m frontage to the A1121. Contains a good critical mass of employment including start-up space for small businesses & employment generating uses. Good mix of national & local businesses. The market potential for B1 use is considered to be high over the plan period. Actively managed & marketed.		
Development opportunities	No known constraints that could render intensification unviable, as infrastructure and highways provided to the each unit and the boundaries of the available land. Nevertheless, upfront investment would be required to open-up the greenfield extension to the north; access, foul and water recycling improvements and flood mitigation surface water drainage would be required.		
Developable	Developable	Flood risk	FZ3, danger for all, 1-2m

Site Reference	BO006	Settlement	Boston
Site Name	Riverside Industrial Estate, Marsh Lane	Site Area (Ha)	118.49
Current use	B1, B2, B8, D1, sui generis, agricultural land	Available land (ha)	43.05
Proposed employm	B1, B2, B8	Net available land (ha)	18.00
Availability	There are no known legal or ownership issues.		
Achievability	Good achievability for employment use. Values are moderate & opening up costs for infill are likely to be low, the larger greenfield sites are likely to have moderate costs (including access, water, foul & water, surface water & flood mitigation). Demand for employment land has not been high: a reduced amount of land would reflect this likely start 2017-2021 (with		
Suitability	Suitable		
Planning status	Employment allocation in BBC Local Plan. Commitment - B/16/0130 HWRC, B/09/0277 storage,		
Location	Within Boston settlement boundary		
Site Characteristics	It is partly previously developed as employment/employment generating uses, and partly agricultural/grassed land. The site has some amenity value owing to part being open, farmed & grade 1 land.		
Environmental issues	Havenside LNR is within 320m of the eastern boundary. South Forty Foot Drain LWS is within 230m of the northern boundary.		
Heritage issues	No national or local heritage designations nearby.		
Character	Acceptable - the majority of the vacant land is within the boundaries of the employment site or is in line with the existing built form so would be in character with the surrounding area.		
Highways	A spine road (Marsh Lane) provides access to Wyberton Low Road traffic light junction where traffic needs to turn to reach the A16. Each plot has access onto Marsh Lane or a subsidiary road. All available land have spurs in place. The site is 800m from the A16, a major north-south route, passing through a residential area.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle ( a dedicated off road cyclepath runs along Marsh Lane) and by foot. Bus stops are within 450m of the site. The site is within 800m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
External environment	A good critical mass of national & local businesses/employment generating uses. Available land gives mix of small & large plots. Area in good condition. Residential properties could be affected by noise, odour & light- impact would depend upon use. The site is within the Boston so good access to local amenities.		
Internal environment	A relatively flat irregular shaped site, with infrastructure to each unit & to boundaries of each plot. Landscaping vary by plot. Space for turning/manoeuvring & parking on plot, although on-street parking evident. Provision would need to be in the curtilage for additional uses.		
Market signals	Established strategic employment allocation, with a mass of B/employment generating uses. Evidence of recent investment & PPs, but take-up of land has been slow in the south-west & north east - the available land may be an over-supply. Market potential for employment use for a reduced site area is higher. Active marketing in the north & along Marsh Lane.		
Development opportunities	No known constraints that could render intensification unviable, as infrastructure and highways provided to the each unit and the boundaries of each plot of available land. Nevertheless, upfront investment would be required to open-up the available land; water, foul and water recycling improvements, flood mitigation and surface water drainage would be required.		
Developable	Developable	Flood risk	FZ3a, danger for all, 1-2m

<b>Site Reference</b>	BO007	<b>Settlement</b>	Boston
<b>Site Name</b>	Q1 The Quadrant, London Road	<b>Site Area (Ha)</b>	21
<b>Current use</b>	Agricultural land	<b>Available land (ha)</b>	-
<b>Proposed employm</b>	B1	<b>Net available land (ha)</b>	-
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	The planning permission for the site indicates a residential led scheme, therefore the site is not available for employment development.		
<b>Suitability</b>	Unsuitable: due to unavailability		
<b>Planning status</b>	Part OPP/full planning permission for new football stadium, a food store, petrol filling stadium,		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site has some amenity value owing to the majority being open, farmed Grade 1 land.		
<b>Environmental issues</b>	Tytton Lane West Pits LWS are within 130m of the site to the north west.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Acceptable - the site is bounded on three sides by development and the fourth by the A16 so development would be consistent with the character of the surrounding area.		
<b>Highways</b>	A new site access and roundabout is being constructed providing access to the A16. A new junction will also be provided to London Road which would form the first phase of the Boston Distributor Road. The site is adjacent to the A16, a strategic north-south route, so vehicles would not pass residential areas or the town centre.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities. The site is able to mitigate any impacts it generates.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot; these should be provided to access the new development. Bus stops are within 570m of the site. The site spans the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	The site has a masterplan, and outline planing permission, which does not include B Class development.		
<b>Internal environment</b>	Two relatively flat, small scale irregular shaped sites. It is anticipated that infrastructure may need significantly upgrading/extending to accommodate development on these sites. Limited landscaping evident. Space for manoeuvring/servicing and parking would need to be provided, to reflect use(s).		
<b>Market signals</b>	A high profile site, with a long 500m frontage to the A16. B Use development is not a consented use so is unlikely to be provided.		
<b>Development opportunities</b>	The planning permission for the site indicates a residential led scheme, therefore the site is not available for employment development.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for all, 1-2m



Site Reference	BO008	Settlement	Boston
Site Name	Q2: The Quadrant, Wyberton End Road	Site Area (Ha)	63.6
Current use	Agricultural land	Available land (ha)	2.5
Proposed employm	B1, A2, A3, A4	Net available land (ha)	2
Availability	There are no known legal or ownership issues.		
Achievability	Good achievability for mixed use. Values are moderate & opening up costs are likely to be moderate - absorbed through development of the SUE (access, water & foul improvements, surface water & flood mitigation). If it is allocated, there is a good prospect that it would be developed likely to start 2022-2036.		
Suitability	Suitable		
Planning status	Strategic mixed-use urban extension		
Location	Within Boston settlement boundary		
Site Characteristics	The site has some amenity value owing to the majority being open, farmed Grade 1 land.		
Environmental issues	The South Forty Foot Drain LWS is about 30m from the northern boundary. Trees protected by the Boston No. 10 and West Skirbeck No. 2 Tree Preservation Orders are on site.		
Heritage issues	Scheduled Monument adjoins the NE boundary - the setting will be affected by development on the west. It is likely that employment development will be located in the western part of this site away from the SAM, but if not, to retain the rural character, the south and west should be screened by the existing trees & that these are added to. Tall buildings (three storey+) should not be developed.		
Character	Would have major effects upon the character & appearance of the area. With the exception of the south, its boundaries are defined by strong man-made features, & its relationship with the existing town is good. Development on this scale offers opportunities to mitigate environmental impacts effectively.		
Highways	Employment is expected to be located in the western part of the site close to the A52, a major east-west route. A new road network, including junctions & the second phase of the Boston Distributor Road is expected to be provided so access to the A52 & the A16 will be good. Appropriate space for manoeuvring/servicing and parking should be provided.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities. The site is able to mitigate any impacts it generates.		
Access for employees	Services, facilities and homes are potentially accessible by cycle & by foot. Bus stops are within 100m - development could help support an extended bus service, foot/cycle paths & part of the Boston Distributor Road. The site is within the Boston built-up area & has the potential to be accessible by a range of employees.		
External environment	The site will be part of a strategic SUE, capable of providing a good mix of businesses. Residential properties could be affected by noise, odour and light - impact would depend upon use. The site is within the Boston built up area so employees would have good access to local amenities.		
Internal environment	A relatively flat irregular shaped site, infrastructure and services would need to be provided. Landscaping and boundary treatment would need to be provided. Space for manoeuvring/servicing and parking would need to be provided, to reflect use(s).		
Market signals	In the long term this site has the potential to be prominent in close proximity to the Boston Distributor Road, close to BO001. A new build development is likely to be attractive to businesses wishing to locate or re-locate to an edge-of-centre location. The market potential for general employment use is likely to be low, but a mixed-use site (B1, A2, A3 & A4) is likely to be attractive to the market		
Development opportunities	No known constraints that could render development unviable; the developers support the proposal. Significant upfront investment would be required to open-up the wider site; highways, water, foul & water recycling, flood mitigation & surface water drainage would be required. Delivery is likely to be long term following housing. Project management team on board, supported by the LEP.		
Developable	Developable	Flood risk	FZ3a, danger for all, 1-2m

Site Reference	BO013	Settlement	Boston
Site Name	Land south of Norfolk Street	Site Area (Ha)	1.53
Current use	Partly disused (formerly B2, B8), partly B2	Available land (ha)	1.2
Proposed employm	B1, B2, B8	Net available land (ha)	1.09
Availability	There are no known legal or ownership issues.		
Achievability	Low achievability for employment use. Values are low, opening up costs are likely to be high (including access and utilities upgrade, surface water drainage and flood mitigation and site clearance). Contamination may be an issue. If it is allocated, there is a low prospect that it would be developed.		
Suitability	Unsuitable: due to unavailability and size of remaining site		
Planning status	Existing employment allocation in BBC Local Plan pp for residential		
Location	Within Boston settlement boundary		
Site Characteristics	The site is previously developed for employment use and has little intrinsic amenity value.		
Environmental issues	No national or local environmental designations nearby.		
Heritage issues	Boston Conservation Area is 27m from the eastern boundary and 46m from the western boundary. Any development proposal should be informed by a Heritage Impact Assessment. The Assessment would need to address the impact of the proposal on the historic townscape and in particular how it would preserve and enhance the character and appearance of the adjacent conservation area.		
Character	Acceptable - redevelopment/reuse of part could even potentially secure improvements.		
Highways	The site has direct access onto Norfolk Street a narrow, local residential street. The North Street junction to Norfolk Street is narrow with height restrictions in places, passing between two buildings and may be unsuitable for HGVs. The site is within 560m of A16, a major north-south route and vehicles would pass residential areas.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 330m of the site. The site is within 560m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to accessible by a range of employees.		
External environment	Low profile site: part occupied (good condition), the rest average condition. Residential properties could be affected by noise, odour and light - impact would depend upon use. The site is within the Boston built up area so employees would have good access to local amenities.		
Internal environment	A relatively flat, irregular shaped site with infrastructure to each unit. Boundary treatment adequate. Limited space for turning & manoeuvring of HGVs on site, loading takes place onto Norfolk Street. On-site parking is limited. Provision would need to be in the curtilage.		
Market signals	An established employment allocation, which has been sub-divided; part is vacant, part is B2. Could form a critical mass of employment uses with Boston Trade Park to the north. The vacant site has been actively marketed for some time, with no apparent interest for employment use indicating there may not be the demand for employment in this location.		
Development opportunities	Planning permission for residential development indicates that the site is no longer available for employment use.		
Developable	Undevelopable	Flood risk	FZ3a, danger for most, 1-2m

Site Reference	BO014	Settlement	Boston
Site Name	Land to the north of Whitehorse Lane	Site Area (Ha)	0.48
Current use	B2, B8	Available land (ha)	0.48
Proposed employ	B8	Net available land (ha)	0.43
Availability	There are no known legal or ownership issues.		
Achievability	Low achievability for employment use. Values are low, opening-up costs are likely to be moderate (including utilities and access upgrade). Redevelopment would also involve site clearance, contamination and flood mitigation costs. If it is allocated, there is a low prospect that it would be developed likely to start 2017-2021.		
Suitability	Suitable		
Planning status	Allocation for industrial use in BBC LP.		
Location	Within Boston settlement boundary		
Site Characteristics	The site is previously developed in employment use and has little intrinsic amenity value.		
Environmental issues	No national or local environmental designations nearby.		
Heritage issues	Listed buildings adjoin the western boundary. The site lies within Boston Conservation Area. Development of the site may have an adverse impact on historic assets although any such impacts could be prevented by careful design and layout.		
Character	Acceptable - redevelopment/reuse could even potentially secure improvements.		
Highways	The site has direct access onto Whitehorse Lane, a narrow local road, with on-street parking which can make access difficult for larger vehicles. The site is within 125m of the A16, a major north-south route and vehicles would not pass residential areas or the town centre.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 70m of the site. The site is within 125m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
External environment	Low profile site, in average condition. Residential properties adjoin the site which could be affected by noise, odour and light although the likely impact would depend upon the proposed use. The site is within the Boston built up area, and is within 23m of Boston town centre so employees would have good access to local amenities.		
Internal environment	A relatively flat, irregular shaped site with infrastructure and services to each unit. Boundary treatment is adequate. Limited space for turning, manoeuvring & parking on site. On-site parking is limited - there are double yellow lines outside the site - on-street parking could be high elsewhere, without better provision in curtilage.		
Market signals	A low profile, small-scale established employment allocation. The site has a short 50m boundary to the A16, although is below the level of the road and is not prominent. Actively managed, in average condition. It is not a strategic scale and is not capable of accommodating a critical mass of employment uses.		
Development opportunities	No known constraints that could render redevelopment/reuse of the site unviable, as infrastructure and highways provided to the site. The site offers little potential for intensification. The buildings are dated and may not meet modern day employment needs.		
Developable	Developable	Flood risk	FZ3a, Danger for all, 0.5m-1m

<b>Site Reference</b>	BO016	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the south of King Street	<b>Site Area (Ha)</b>	0.73
<b>Current use</b>	B2, cleared site	<b>Available land (ha)</b>	0.73
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	0.65
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Low achievability for employment use. Values are low, opening-up costs are likely to be high (including utilities, access, flood mitigation, surface water drainage and contamination). If it is allocated, there is a low prospect that it would be developed likely to start 2022-2036.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	Allocation for industrial use in BBC LP.		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is previously developed and used to contain employment development and has little intrinsic amenity value.		
<b>Environmental issues</b>	No national or local environmental designations nearby. A tree belt forms the eastern boundary of the site providing a buffer to the A16.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Acceptable - development of the cleared site could potentially secure improvements.		
<b>Highways</b>	The site appears to have an access point on to Nelson Way but access to the site would need to be provided onto King Street, a narrow local residential road. The A52, a major east-west route is 285m from the site and vehicles would pass residential areas.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 435m of the site. The site is within 285m of the A52. The site is within the Boston built-up area (settlement boundary). The site has the potential to accessible by a range of employees.		
<b>External environment</b>	A potentially high profile site with a 100m frontage to the A16. Site in poor condition. Residential properties could be affected by noise, odour and light - impact would depend upon use. Adverse impacts from the A16 & the railway line could adversely impact upon attractiveness. The site is within the Boston so good access to local amenities.		
<b>Internal environment</b>	A relatively flat, triangular shaped site with infrastructure and services to the boundary. It is anticipated that these will need upgraded/extended to accommodate uses on site. Boundary treatment is limited and poor quality. Space for manoeuvring/servicing and parking would need to be provided, to reflect its use.		
<b>Market signals</b>	A small scale employment allocation, with a 100m boundary to the A16. It is not a strategic scale and although it would form a slightly larger site with existing employment uses to the north it is poor quality and does not appear to be actively managed/marketed.		
<b>Development opportunities</b>	No known constraints that could render redevelopment of the site unviable, as infrastructure and highways provided to the boundary. Upfront investment would be required to open-up the available land; water and foul water improvements, flood mitigation and surface water drainage would be required. Contamination may also exist.		
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, 1-2m

Site Reference	BO017	Settlement	Boston
Site Name	Land between London Road and Spalding Road	Site Area (Ha)	0.85
Current use	Unused land	Available land (ha)	0.85
Proposed employm	B1, B2, B8	Net available land (ha)	0.76
Availability	There are no known legal or ownership issues.		
Achievability	Low achievability for employment use. Values are low, opening up costs likely to be high (access, utilities, flood mitigation, surface water drainage, site clearance & contamination). The size & shape of the site could limit the extent of development. If it is allocated, there is a low prospect that it would be developed.		
Suitability	Unsuitable		
Planning status	Allocation for industrial use in BBC LP.		
Location	Within Boston settlement boundary		
Site Characteristics	The site is previously developed and has little intrinsic amenity value.		
Environmental issues	No national or local environmental designations nearby. A mature tree belt forms the western boundary of the site, and other mature trees are found along the other boundaries of the site. The site is semi wild in places.		
Heritage issues	Grade II listed buildings exist either side of the site on London Road/High Street. Boston Conservation Area crosses the eastern part of the site. Development of the site may have an adverse impact on historic assets although any such impacts could be prevented by careful design and layout. This should be informed through a Heritage Impact Assessment; development presents a significant enhancement opportunity to the local heritage environment.		
Character	Acceptable - redevelopment could even potentially secure improvements.		
Highways	There appears to be no access into the site, unless demolition of a property is involved. The site is within 324m of the A16, a major north-south route, leading to the A52 and vehicles would pass residential areas.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 90m of the site. The site is within 324m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
External environment	The site is in semi-wild condition. Residential properties could be affected by noise, odour and light - impact depends on use. Adverse impacts from the A16 could be mitigated by design. The site is within the Boston built up area so employees would have good access to local amenities.		
Internal environment	A relatively flat, rectangular site with infrastructure to the boundary. It is anticipated that these will need upgraded/extended to accommodate uses on site. Mature trees help provide a buffer to the A16. Space for manoeuvring/servicing & parking would need to be provided, to reflect its use.		
Market signals	An employment allocation adjoining an established employment allocation (Nelson Way) to the north, however this site does not share an access so is a separate site. The site is narrow and linear; its size and shape means that any employment development would be small scale, and the extent and type of use could be limited by the residential area to the south. Not actively marketed for employment use		
Development opportunities	Currently there appears to be no access to the site which could render development unviable. However if this issue were resolved it is likely that water and foul water improvements, flood mitigation and surface water drainage would be required. Contaminated land may be an issue for future development.		
Developable	Undevelopable	Flood risk	FZ3a, danger for all, 1-2m

<b>Site Reference</b>	BO018	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the north of Langrick Road	<b>Site Area (Ha)</b>	1.16
<b>Current use</b>	Sui generis	<b>Available land (ha)</b>	1.16
<b>Proposed employm</b>	B1, B2	<b>Net available land (ha)</b>	1.04
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Low achievability for employment use. Values are moderate, opening up costs are likely to be moderate (including access & services). Contaminated land may be an issue. If it is allocated, there is a low prospect that it would be developed to start 2022-2036.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	Existing employment site		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is previously developed and has little intrinsic amenity value and is currently an employment site.		
<b>Environmental issues</b>	North Forty Foot Drain LWS is 25m from the southern boundary. A pond exists on site, and most boundaries have tree belts.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Acceptable - redevelopment could even potentially secure improvements.		
<b>Highways</b>	Dedicated narrow access onto Langrick Road, but passes between two houses, so may be difficult for larger HGVs. The site is within 878m of the A52, a major east-west route, but passes along local roads through residential areas.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 500m of the site. The site is within 878m of the A52. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Low profile site to the rear of residential properties. Site is in poor condition. Residential properties adjoin the site which could be affected by noise, odour and light - the likely impact would depend upon the proposed use. The site is within the Boston built up area so employees would have good access to local amenities.		
<b>Internal environment</b>	A relatively flat, rectangular site with infrastructure to the units. These will need upgrading to accommodate additional uses. Mature trees on site. Space for manoeuvring/servicing & parking may need to be upgraded.		
<b>Market signals</b>	An existing low profile employment site within a predominantly residential area, located to the rear of residential properties, and no critical mass of employment uses in the area. Therefore it may not be attractive to the market. Not actively marketed for employment use.		
<b>Development opportunities</b>	No known constraints that could render redevelopment of the site unviable, as infrastructure provided to the site. Upfront investment required; water & foul water, flood mitigation & surface water drainage. Contaminated land may be an issue.		
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for most, 1-2m

Site Reference	BO019	Settlement	Boston
Site Name	Land to the south of Middle Drove	Site Area (Ha)	3.12
Current use	C3, glasshouses, agricultural land	Available land (ha)	3.12
Proposed employm	B1, B2, B8	Net available land (ha)	2.49
Availability	There are no known legal or ownership issues.		
Achievability	Low achievability for employment use. Values are low, opening up costs are likely to be high (including access, flood mitigation and utilities) which may adversely impact upon the achievability of employment development in this location. If it is allocated, there is a low prospect that it would be developed.		
Suitability	Unsuitable		
Planning status	Call in - Proposed for employment use		
Location	483m from Boston settlement boundary		
Site Characteristics	The site has some amenity value being partly open, farmed Grade 2 land. The majority of the site contains glasshouses and a residential property.		
Environmental issues	North Forty Foot Drain LWS is 230m from the southern boundary.		
Heritage issues	No national or local heritage designations nearby.		
Character	Unacceptable - the site would create an incongruous form of development in the countryside.		
Highways	Direct unmade access onto Middle Drove, a narrow rural lane. The access would need to be significantly upgraded to accommodate employment development. The site is 1.9km from the A52, a major east-west route, and vehicles would pass along minor rural roads initially, and then local roads, through residential areas.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle, but not by foot or bus. The site is within 1.9km of the A52. The site is 483m from the Boston built-up area (settlement boundary). The site has limited access by a range of employees.		
External environment	Low profile site, in a predominantly rural area. Site is generally in good condition. No residential properties abut the site. The site is 478m from the Boston built up area so employees would not have good access to local amenities.		
Internal environment	A relatively flat, rectangular site with infrastructure to the units. It is anticipated that these will need significantly upgraded/extended to accommodate additional uses on site. Mature trees to the frontage. Space for manoeuvring/servicing & parking would need to be provided to accommodate an alternative use.		
Market signals	A low profile, horticultural site in a rural location. There is no critical mass of employment uses nearby. Not actively marketed.		
Development opportunities	Significant upfront investment is likely to be required to accommodate development (including access, water and foul water improvements, flood mitigation and surface water drainage). The market potential for employment development in this location is considered to be low.		
Developable	Undevelopable	Flood risk	FZ3a, danger for most, 1-2m

<b>Site Reference</b>	BO020	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the south of Tattershall Road	<b>Site Area (Ha)</b>	11.61
<b>Current use</b>	Sui generis, open land	<b>Available land (ha)</b>	11.61
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	9.28
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Low achievability for employment use. Values are low, opening up costs are likely to be high (including access, flood mitigation and utilities) which may adversely impact upon the achievability of employment development in this location. If it is allocated, there is a low prospect that it would be developed.		
<b>Suitability</b>	Unsuitable		
<b>Planning status</b>	Call in - Proposed for employment use		
<b>Location</b>	324m from Boston settlement boundary		
<b>Site Characteristics</b>	The site has some amenity value being partly open land. Part of the site contains a caravan site.		
<b>Environmental issues</b>	Witham Way: Anton's Gowt to Boston LWS adjoins the western boundary		
<b>Heritage issues</b>	A listed building is within 15m of the northern boundary of the site. Development of the site may have an adverse impact on historic assets although any such impacts could be prevented by careful design and layout particularly as the site is separated from the listed building by Tattershall Road. This should be informed through a Heritage Impact Assessment; siting, mass and scale of development including green infrastructure should be considered to enhance the setting of the listed building.		
<b>Character</b>	Unacceptable - the site would create an incongruous form of development in the countryside.		
<b>Highways</b>	Dedicated access via Witham Ave, which is likely to require significant upgrading to accommodate employment use. The site is 3.7km from the A52, a major east-west route and vehicles would pass residential areas using local roads.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle, but not by foot. Bus stops adjoins the access to the site. The site is within 3.7km of the A52. The site is 324m from the Boston built-up area (settlement boundary). The site has limited access by a range of employees.		
<b>External environment</b>	Low profile site, in a predominantly rural area. Site is generally in good condition. No residential properties abut the site. The site is 324m from the Boston built up area so employees would not have good access to local amenities.		
<b>Internal environment</b>	A relatively flat, triangular site with infrastructure to the units. These will need significantly upgrading to accommodate employment. Mature trees screen some caravans & the shower block. Space for manoeuvring/servicing & parking would need to be provided.		
<b>Market signals</b>	A low profile, caravan site in a countryside location. There is no critical mass of employment uses nearby. Not actively marketed.		
<b>Development opportunities</b>	Significant upfront investment is likely to be required to accommodate development (including access, water and foul water improvements, flood mitigation and surface water drainage). The market potential for employment development in this location is considered to be low.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for most, no hazard



<b>Site Reference</b>	BO021	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the south of Main Ridge East	<b>Site Area (Ha)</b>	0.31
<b>Current use</b>	B2, sui generis	<b>Available land (ha)</b>	0.31
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	0.27
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Low achievability for employment use. Values are low, opening up costs are likely to be moderate (including flood mitigation, utilities and site clearance) evidenced by the long term vacant site. Contamination may also be an issue. If it is allocated there is a low prospect that it would be developed starting 2017-2021.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	Existing employment site		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is previously developed and has little intrinsic amenity value and is a vacant (former) employment site.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Acceptable - redevelopment could even potentially secure improvements.		
<b>Highways</b>	Direct access onto Main Ridge East, a local road providing access to the A16, a major north-south route, 148m from the site, but vehicles would pass through residential areas.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 220m of the site. The site is within 148m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Small scale site fronting a busy local road. Site is in poor condition. Residential properties adjoin the site which could be affected by noise, odour and light - the likely impact would depend upon the proposed use. The site is within the Boston built up area so employees would have good access to local amenities.		
<b>Internal environment</b>	A relatively flat, small scale rectangular site with infrastructure and services to the units on site. It is anticipated that these may need upgrading/extending to accommodate additional uses on site. Landscaping limited. Space for manoeuvring/servicing and parking on site.		
<b>Market signals</b>	A disused car showroom, with a reasonable profile fronting a local road. No critical mass of business uses nearby; it is a predominantly residential area.		
<b>Development opportunities</b>	No known constraints that could render redevelopment of the site unviable, as infrastructure & highways provided. Upfront investment would be required for new development; water & foul water improvements, flood mitigation & surface water drainage. The market potential for redevelopment for employment use is considered to be low.		
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for most, 0.50-1.0m

Site Reference	BO022	Settlement	Boston
Site Name	Land to the west of South Square	Site Area (Ha)	0.27
Current use	Car parking, unused land	Available land (ha)	0.27
Proposed employm	B1	Net available land (ha)	0.24
Availability	The owners' future intentions are unknown.		
Achievability	Low achievability for B1 - offices are seeking COU & occupiers are relocating indicating that a small-scale site may not prove attractive to the market. A prominent town centre site may be better suited to main town centre uses. If it is allocated there is a low prospect that it would be developed.		
Suitability	Suitable		
Planning status	Vacant land, retail/commercial allocation in BBC LP		
Location	Within Boston settlement boundary		
Site Characteristics	The site is previously developed and has little intrinsic amenity value and is a car park.		
Environmental issues	No national or local environmental designations nearby.		
Heritage issues	Listed buildings are found within 25m of the northern and southern boundaries. The site is within Boston Conservation Area. Development of the site may have an adverse impact on historic assets although any such impacts could be prevented by quality design and careful layout. This should be informed through a Heritage Impact Assessment; siting, mass and scale of development could enhance the setting of listed buildings and the townscape of the Conservation Area.		
Character	Acceptable		
Highways	Direct access onto South Square, connecting to the A16, a major north-south route, 50m from the access.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure but will lead to the loss of a public car park.		
Access for employees	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 20m of the site. The site adjoins the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
External environment	Within Boston town centre & at a busy junction with the A16. Site in good condition. Residential properties could be affected by noise, odour and light - impact would depend upon use. The site is within the Boston town centre so employees would have excellent access to local amenities.		
Internal environment	A relatively flat, small scale rectangular site with infrastructure and services to boundary. It is anticipated that these will need upgrading/extending to accommodate development. Landscaping limited. Space for manoeuvring/servicing and parking would need to be provided for the specific use.		
Market signals	A car park/vacant land within Boston town centre. Small-scale site adjoining the A16 so has a good profile in a prominent location. A critical mass of employment-generating uses nearby. Access should be broadly acceptable although infrastructure may need upgrading.		
Development opportunities	No known constraints that could render redevelopment of the site unviable, as infrastructure and highways provided to the boundary. Improvements to access, water and foul water infrastructure, flood mitigation and surface water drainage would be required. The market potential for development of this site for employment use in this location is considered to be low.		
Developable	Undevelopable	Flood risk	FZ2, danger for most, 0-0.25m

Site Reference	BO023	Settlement	Boston
Site Name	Land to the north of Main Ridge East	Site Area (Ha)	0.25
Current use	B1, B2, Car park	Available land (ha)	0.25
Proposed employm	B1, B2	Net available land (ha)	0.22
Availability	There are no known legal or ownership issues.		
Achievability	Low achievability for employment use. Values are low, opening up costs are likely to be moderate (including flood mitigation, utilities and site clearance) evidenced by the long term vacant site. Contamination may also be an issue. If it is allocated there is a low prospect that it would be developed starting 2017-2021.		
Suitability	Suitable		
Planning status	Part retail/commercial allocation in BBC LP. Planning permission (B/09/0074) for residential dev		
Location	Within Boston settlement boundary		
Site Characteristics	The site is previously developed and has little intrinsic amenity value and is a car park.		
Environmental issues	No national or local environmental designations nearby.		
Heritage issues	No national or local heritage designations nearby.		
Character	Acceptable - redevelopment could even potentially secure improvements.		
Highways	Dedicated access along York Court onto Main Ridge East, but passes between two commercial properties which may make access for larger vehicles problematic. The site is 100m from the A16, a major north-south route, and vehicles would pass through residential areas. The secondary access is single width passing between a commercial and residential property and should not be used.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 400m of the site. The site is within 100m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
External environment	Low profile, small site to the rear of properties. In average condition. Residential properties adjoin the site which could be affected by noise, odour and light - the likely impact would depend upon the proposed use. The site is within the Boston built up area so employees would have good access to local amenities.		
Internal environment	A relatively flat, small scale rectangular site with infrastructure and services to the units on site. It is anticipated that these may need upgrading/extending to accommodate alternative uses on site. Landscaping limited. Space for manoeuvring/servicing of smaller vehicles and parking on site.		
Market signals	A low profile site to the rear of commercial/residential properties. Access to the site may prove difficult for larger vehicles and HGVS. No critical mass of employment uses nearby.		
Development opportunities	No known constraints that could render redevelopment of the site unviable, as infrastructure and highways provided to the units. Improvements to water and foul water infrastructure, flood mitigation and surface water drainage may be required. The market potential for development of this site for employment use in this location is considered to be low.		
Developable	Developable	Flood risk	FZ3, danger for most, 0.50-1.0m

Site Reference	BO024	Settlement	Boston
Site Name	Boston Delivery Office, South End	Site Area (Ha)	0.48
Current use	Sui generis	Available land (ha)	0.48
Proposed employm	B1	Net available land (ha)	0.43
Availability	There are no known legal or ownership issues.		
Achievability	Low achievability for employment use. Values are likely to be relatively low, but opening-up infrastructure costs are likely to be moderate (including site clearance). If it is allocated there is a low prospect that it would be developed starting 2022-2036.		
Suitability	Suitable		
Planning status	No pp or allocation		
Location	Within Boston settlement boundary		
Site Characteristics	The site is previously developed and has little intrinsic amenity value and is sui generis.		
Environmental issues	No national or local environmental designations nearby.		
Heritage issues	Listed buildings are found to the north of the site. The site is partly within Boston Conservation Area. Any development proposal should be informed by a Heritage Impact Assessment. The Assessment would need to address the impact of the proposal on the historic townscape and in particular how it would preserve and enhance the character and appearance of the adjacent conservation area.		
Character	Acceptable		
Highways	Dedicated access onto South End suitable for larger vehicles. The site is 165m from the A16, a major north-south route and vehicles would pass through residential areas.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops adjoin the site. The site is within 165m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
External environment	Low profile, small site within a primarily residential area. Site is in good condition. Residential properties adjoin the site which could be affected by noise, odour and light -the likely impact would depend upon the proposed use. The site is within the Boston built up area so employees would have good access to local amenities.		
Internal environment	A relatively flat, small scale regular shaped site with infrastructure and services to the units. It is anticipated that these may need upgrading/extending to accommodate alternative uses on site. Landscaping evident along the boundaries. Space for manoeuvring/servicing of vehicles and parking for staff and visitors on site.		
Market signals	The site is currently used as a post office sorting office, has a low profile, in a predominantly residential area. No critical mass of employment uses nearby. Not actively marketed.		
Development opportunities	No known constraints that could render redevelopment of the site unviable, as infrastructure and highways provided to the units. Improvements to water and foul water infrastructure, flood mitigation and surface water drainage may be required. The market potential for development of this site for employment use in this location is considered to be low.		
Developable	Developable	Flood risk	FZ3a, danger for all, 0.50-1.0m

<b>Site Reference</b>	BO025	<b>Settlement</b>	Boston
<b>Site Name</b>	Boston United FC, York Street	<b>Site Area (Ha)</b>	1.46
<b>Current use</b>	D2	<b>Available land (ha)</b>	1.46
<b>Proposed employm</b>	B1, B2	<b>Net available land (ha)</b>	1.31
<b>Availability</b>	Multiple ownership, known problems or unwilling owner		
<b>Achievability</b>	Low achievability for employment use. Values are likely to be relatively low, but opening-up infrastructure costs are likely to be high (including site clearance). If it is allocated there is a low prospect that it would be developed.		
<b>Suitability</b>	Unsuitable		
<b>Planning status</b>	No pp or allocation		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is previously developed and has little intrinsic amenity value and is in D2 use.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Acceptable		
<b>Highways</b>	Direct access onto York Street. The site is within 165m of the A16, a major north-south route and vehicles would pass residential areas.		
<b>Infrastructure</b>	Although it will not place undue burdens on existing infrastructure, the site's development would lead to the loss of open space/green infrastructure - a floodlit football pitch and football stadium.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 135m of the site. The site is within 165m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Low profile site on the edge of a residential area. Site is in good condition. Residential properties adjoin the site which could be affected by noise, odour and light - the likely impact would depend upon the proposed use. The site is within the Boston built up area so employees would have good access to local amenities.		
<b>Internal environment</b>	A relatively flat, rectangular site with infrastructure and services to the units. It is anticipated that these may need upgrading/extending to accommodate alternative uses on site. Limited landscaping. Space for manoeuvring/servicing of vehicles and parking for staff, visitors and coaches on site.		
<b>Market signals</b>	The site is currently used as Boston FC's stadium. A site of this size could have the capacity to accommodate a good mix of employment uses, but has a low profile to the rear of retail and residential properties.		
<b>Development opportunities</b>	No known constraints that could render redevelopment of the site unviable, as infrastructure and highways provided to the units. Improvements to water and foul water infrastructure, flood mitigation and surface water drainage may be required. The market potential for development of this site for employment use in this location is considered to be low.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for most, 0.50-1.0m

Site Reference	BO026	Settlement	Boston
Site Name	Land to the north of Mill Road	Site Area (Ha)	3.65
Current use	D1, D2, car park	Available land (ha)	3.65
Proposed employm	B1	Net available land (ha)	2.92
Availability	The site has planning permission for residential development so is not available for employment use.		
Achievability	Planning permission for residential use indicates that the site is not considered to be an achievable employment use.		
Suitability	Unsuitable		
Planning status	Housing commitment		
Location	Within Boston settlement boundary		
Site Characteristics	The majority of the site is previously developed, but part of the site provides green infrastructure so has some amenity value.		
Environmental issues	No national or local environmental designations nearby.		
Heritage issues	No national or local heritage designations nearby.		
Character	Acceptable		
Highways	Direct access onto Mill Road a local residential road, which may need improvement to accommodate alternative use. The site is 1.3km from the A16, a major north-south route, and vehicles would pass through residential areas.		
Infrastructure	Although it will not place undue burdens on existing infrastructure, the site's development would lead to the loss of educational facilities, open space/green infrastructure and sports facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 146m of the site. The site is within 1.3km of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
External environment	Low profile site within a predominantly residential area. Site is in good condition. Residential properties adjoin the site which could be affected by noise, odour and light although the likely impact would depend upon the proposed use. The site is within the Boston built up area, so employees would have access to local amenities.		
Internal environment	A relatively flat, square site with infrastructure to the units. It is anticipated that these may need upgrading/extending to accommodate alternative uses on site. Trees & landscaping evident along boundaries/at entrance. Space for manoeuvring/servicing of small scale vehicles & parking for staff/visitors.		
Market signals	The site is currently used by Boston College. A site of this size could have the capacity to accommodate a good mix of employment uses, but has a low profile within a predominantly residential area.		
Development opportunities	The site has planning permission for residential use; it is considered that redevelopment would only take place for that use.		
Developable	Undevelopable	Flood risk	FZ3a, danger for most, 1.0-2.0m

<b>Site Reference</b>	BO027	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the north-east of Freiston Road	<b>Site Area (Ha)</b>	0.25
<b>Current use</b>	B8, car park and hardstanding	<b>Available land (ha)</b>	0.25
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	0.22
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Low achievability for employment use. Values are likely to be relatively low, and opening-up infrastructure costs are likely to be moderate (including site clearance and flood mitigation). If it is allocated there is a low prospect that it would be redeveloped starting 2022-2036.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	No pp or allocation		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is previously developed and has little intrinsic amenity value.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	A listed building is within 40m of the eastern boundary although separated from the site by dwellings, open space and a road. There are unlikely to be any adverse impacts.		
<b>Character</b>	Acceptable - redevelopment could even potentially secure improvements.		
<b>Highways</b>	Dedicated narrow access onto Freiston Road which passes between residential properties, so may prove problematic for larger vehicles. It is likely that access onto Freiston Road would need upgrading to accomodate an alternative or more intensive use. The site is 351m from the A16, a major north-south route and vehicles would pass through residential areas.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 158m of the site. The site is within 351m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Low profile, small site to the rear of residential properties. Site in average condition. Residential properties could be affected by noise, odour and light - impact would depend upon use. The site is within the Boston built up area so employees would have good access to local amenities.		
<b>Internal environment</b>	A relatively flat, irregular shaped site with infrastructure to the unit. It is anticipated that these may need upgrading/extending to accommodate alternative uses on site. Limited landscaping evident. Space for manoeuvring/servicing of small scale vehicles & parking for staff/visitors.		
<b>Market signals</b>	The site is currently used as a car park and as B8 premises. Low profile, small scale site to the rear of residential properties. Access to the site may prove difficult for larger vehicles and HGVS. No critical mass of employment uses nearby.		
<b>Development opportunities</b>	No known constraints that could render redevelopment of the site unviable, as infrastructure and highways provided to the unit. Improvements to water and foul water infrastructure, flood mitigation and surface water drainage may be required. The market potential for development of this site for employment use in this location is considered to be low.		
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for most, 1.0-2.0m

<b>Site Reference</b>	BO029	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the south of St Thomas Drive	<b>Site Area (Ha)</b>	0.69
<b>Current use</b>	Unused	<b>Available land (ha)</b>	0.69
<b>Proposed employm</b>	B1, B2	<b>Net available land (ha)</b>	0.62
<b>Availability</b>	The site has planning permission for residential use; it is considered that redevelopment would only take place for that use.		
<b>Achievability</b>	The site has planning permission for residential use; it is considered that redevelopment would only take place for that use.		
<b>Suitability</b>	Unsuitable		
<b>Planning status</b>	PP for res dev		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is unused and has little amenity value.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Acceptable - development could even potentially secure improvements.		
<b>Highways</b>	Access would be via White Bridges and St Thomas Drive, local residential roads. The site is 520m from the A16, a major north-south route.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 290m of the site. The site is within 520m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Low profile, small site to the rear of residential properties. Site is in poor condition. Residential properties adjoin the site which could be affected by noise, odour and light - the likely impact would depend upon the proposed use. The site is within the Boston built up area, so would have good access to local amenities.		
<b>Internal environment</b>	A relatively flat, square shaped site with infrastructure to the boundary. It is anticipated that these may need upgrading to accommodate development on site. Tree belts evident on eastern boundary. Space would need to be provided for manoeuvring/servicing & parking.		
<b>Market signals</b>	The site is currently unused. Low profile, small scale site to the rear of residential properties. Access to the site may prove difficult for larger vehicles and HGVS. Remediation may be required.		
<b>Development opportunities</b>	The site has planning permission for residential use; it is considered that redevelopment would only take place for that use.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for all, 1.0-2.0m



<b>Site Reference</b>	BO030	<b>Settlement</b>	Boston
<b>Site Name</b>	Former Norton Lea Hospital, London Road	<b>Site Area (Ha)</b>	2.07
<b>Current use</b>	C2	<b>Available land (ha)</b>	2.07
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	1.65
<b>Availability</b>	The site has planning permission for residential use; it is considered that redevelopment would only take place for that use.		
<b>Achievability</b>	The site has planning permission for residential use; it is considered that redevelopment would only take place for that use.		
<b>Suitability</b>	Unsuitable		
<b>Planning status</b>	PP for res dev		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is previously developed and has little intrinsic amenity value.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	A listed building is within 15m of the north-western boundary. Any potential impacts will be addressed through the development process for the consented residential development.		
<b>Character</b>	Acceptable		
<b>Highways</b>	Dedicated access onto London Road, a local road. The site is 40m from the A16, a major north-south route. Existing access may need improving to accommodate alternative use.		
<b>Infrastructure</b>	Although it will not place undue burdens on existing infrastructure, the site's development would lead to the loss of a hospital.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops adjoin the site. The site is within 40m of the A16. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Low profile site in a predominantly residential area. Site is in good condition. Residential properties adjoin the site which could be affected by noise, odour and light although the likely impact would depend upon the proposed use. The site is within the Boston built up area, so would have good access to local amenities.		
<b>Internal environment</b>	A relatively flat, rectangular site with infrastructure to units. It is anticipated that these may need upgrading to accommodate development on site. A depth tree belt & trees evident on boundaries. Site well landscaped. Space would need to be provided for manoeuvring/servicing & parking for the specific use.		
<b>Market signals</b>	The site contains a former hospital. Low profile site in a predominantly residential area. No critical mass of employment uses nearby.		
<b>Development opportunities</b>	The site has planning permission for residential use; it is considered that redevelopment would only take place for that use.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for all, 1.0-2.0m

<b>Site Reference</b>	BO031	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the west of Lister Way	<b>Site Area (Ha)</b>	0.28
<b>Current use</b>	Unused	<b>Available land (ha)</b>	0.28
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	0.25
<b>Availability</b>	Although the site has been identified as one with potential for redevelopment, its owners have not sought to bring it forwa		
<b>Achievability</b>	Moderate achievability for employment use. Values are likely to be relatively moderate, and opening-up infrastructure costs are likely to be low (including access, utilities). If it is allocated there is a low prospect that it would be redeveloped.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	Allocation for retail/commercial use		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is unused and has little amenity value.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Acceptable - development could even potentially secure improvements		
<b>Highways</b>	Access would need to be provided onto Lister Way, a good quality local road capable of accomodating commercial traffic. The site is 350m from the A52, a major east-west route, with no need for traffic to pass residential areas.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 210m of the site. The railway station is 530m from the site. The site is within 350m of the A52. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Low profile site in a mixed use area. Site is in average condition. Residential properties adjoin the site which could be affected by noise, odour and light - the likely impact would depend upon the proposed use. The site is within the Boston built up area & opposite a superstore so would have good access to local amenities.		
<b>Internal environment</b>	A flat, square shaped site with infrastructure and services to the boundary. It is anticipated that these may need upgrading/extending to accommodate development on site. No landscaping evident. Space would need to be provided for manoeuvring/servicing and parking on site.		
<b>Market signals</b>	The site is vacant. Low profile site in a mixed use area. No critical mass of employment uses nearby.		
<b>Development opportunities</b>	No known constraints that could render redevelopment of the site unviable, as infrastructure and highways provided to the boundary. Improvements to water and foul water infrastructure, flood mitigation and surface water drainage may be required. The market potential for development of this site for employment use in this location is considered to be moderate.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for most, 0.50-1.0m

<b>Site Reference</b>	BO032	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the south of Fydell Street	<b>Site Area (Ha)</b>	0.25
<b>Current use</b>	Unused	<b>Available land (ha)</b>	0.25
<b>Proposed employm</b>	B1, B2	<b>Net available land (ha)</b>	0.22
<b>Availability</b>	Although the site has been identified as one with potential for redevelopment, its owners have not sought to bring it forward.		
<b>Achievability</b>	Low achievability for employment use. Values are likely to be relatively moderate, and opening-up infrastructure costs are likely to be low (including access, utilities). If it is allocated there is a low prospect that it would be developed.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	Allocation for retail/commercial use		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is unused and has little amenity value.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	Boston Conservation Area is within 70m of the northern boundary. Development of the site may have an adverse impact on historic assets - any impacts could be prevented by careful design and layout informed by a Heritage Impact Assessment. This would need to address the impact of the proposal on the historic townscape - how it would preserve and enhance the character and appearance of the adjacent conservation area.		
<b>Character</b>	Acceptable - development could even potentially secure improvements		
<b>Highways</b>	Access would need to be provided onto Lister Way, a good quality local road capable of accommodating commercial traffic. The site is 400m from the A52, a major east-west route, with no need to pass residential areas.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 140m of the site. The site is 570m from the railway station. The site is within 400m of the A52. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Low profile site in a mixed use area. Site is in average condition. Residential properties adjoin the site which could be affected by noise, odour and light - the likely impact would depend upon the proposed use. The site is within the Boston built up area so employees would have good access to local amenities.		
<b>Internal environment</b>	A flat, triangular shaped site with infrastructure and services to the boundary. It is anticipated that these may need upgrading/extending to accommodate development on site. No landscaping evident. Space would need to be provided for manoeuvring/servicing and parking on site.		
<b>Market signals</b>	The site is vacant. Low profile site in a mixed use area. No critical mass of employment uses nearby.		
<b>Development opportunities</b>	No known constraints that could render redevelopment of the site unviable, as infrastructure and highways provided to the boundary. Improvements to water and foul water infrastructure, flood mitigation and surface water drainage may be required. The market potential for development of this site for employment use in this location is considered to be low.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for most, 0.50-1.0m

<b>Site Reference</b>	BO033	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the west of Tattershall Road	<b>Site Area (Ha)</b>	7.22
<b>Current use</b>	D2, car parking, allotments and woodland	<b>Available land (ha)</b>	7.22
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	5.77
<b>Availability</b>	There are no known legal or ownership issues.		
<b>Achievability</b>	Low achievability for employment use. Values are likely to be relatively low, and opening-up infrastructure costs are likely to be high (including access, site clearance, utilities). If it is allocated there is a low prospect that it would be developed.		
<b>Suitability</b>	Unsuitable		
<b>Planning status</b>	Allocation for open space, allotments and Witham Way LWS		
<b>Location</b>	Adjacent to Boston settlement boundary		
<b>Site Characteristics</b>	The site has high amenity value as open space, sports pitches and allotments and its development would greatly reduce the public amenity value of the larger open space of which it forms part.		
<b>Environmental issues</b>	Witham Way LWS forms the southern/south eastern part of the site. The site is identified as open space in the LP.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Unacceptable - the site forms part of a wider public open space, its development would significantly extend development into the countryside significantly harming the area's character and appearance.		
<b>Highways</b>	Shared access with the Country Park and allotments onto Tattershall Road, a local road. Site access would need improving to accommodate an alternative use. The site is 1.8km from the A52, a major east-west route, and vehicles would need to pass residential areas.		
<b>Infrastructure</b>	It will not place undue burdens on existing infrastructure, the site's development would lead to the loss of open space/green infrastructure - football pitches & stadium, allotments & a LWS - exacerbating existing shortfalls of open space.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle, but not by foot as the footpath does not extend to the site boundary. Bus stops adjoin the site. The site is within 1.8km of the A52. The site is within the Boston built-up area (settlement boundary). The site has more limited potential to be accessible by a range of employees.		
<b>External environment</b>	Low profile site in an edge of residential area. Site is in good condition. Residential properties are in close proximity to the site so could be affected by noise, odour and light although the likely impact would depend upon the proposed use. The site is within the Boston built up area so employees would have access to local amenities.		
<b>Internal environment</b>	A flat, square shaped site with infrastructure to the sports facilities. These would need upgrading to accommodate development. Tree belts around the sports facilities. Space (unmade) for manoeuvring/servicing & parking on site but would need upgrading to accommodate a specific use.		
<b>Market signals</b>	A low profile site accommodating sports facilities and open space, to the rear of residential properties. No critical mass of employment uses nearby although the site has the potential to accommodate a good mix of units.		
<b>Development opportunities</b>	Significant upfront investment is likely to be required to accommodate development (including access, water and foul water improvements, flood mitigation and surface water drainage). The market potential for employment development in this location is considered to be low.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for all, 0-0.25m

<b>Site Reference</b>	BO034	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the west of Horncastle Road	<b>Site Area (Ha)</b>	1.14
<b>Current use</b>	Sui generis, agriculture, unused land	<b>Available land (ha)</b>	1.14
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	1.02
<b>Availability</b>	The site appears to be in at least three separate ownerships, & the owners of the majority of the site have not been identified.		
<b>Achievability</b>	Low achievability for employment use. Values are likely to be low, and opening-up infrastructure costs are likely to be moderate (including access, site clearance, utilities). If it is allocated there is a low prospect that it would be redeveloped.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	No pp or allocation		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is partly previously developed and partly open agricultural/scrubland so has some amenity value.		
<b>Environmental issues</b>	Maud Foster Drain LWS is within 15m of the eastern boundary.		
<b>Heritage issues</b>	A listed building adjoins the eastern boundary of the site. Development of the site may have an adverse impact on historic assets although any such impacts could be prevented by quality design and careful layout. This should be informed through a Heritage Impact Assessment; siting, mass and scale of development could enhance the setting of the listed building.		
<b>Character</b>	Acceptable - development could even potentially secure improvements		
<b>Highways</b>	Access would need to be provided onto Horncastle Road, a local road. The site is 912m from the A16, a major north-south route and vehicles would pass residential areas.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops adjoin the site. The site is within 912m of the A52. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Low profile site to the rear of residential properties. Site in average condition. Residential properties are in close proximity to the site so could be affected by noise, odour and light - the likely impact would depend upon the proposed use. The site is within the Boston built up area so would have access to local amenities.		
<b>Internal environment</b>	A flat L shaped site with infrastructure and services to the boundary. It is anticipated that these would need upgrading/extending to accommodate development on site. Trees evident along some boundaries. Space would need to be provided for manoeuvring/servicing and parking on site to accommodate a specific use.		
<b>Market signals</b>	The site is mostly unused. Low profile site in a mixed use area. Would form a critical mass with employment uses to the west. Not actively marketed.		
<b>Development opportunities</b>	No known constraints that could render redevelopment of the site unviable, as infrastructure and highways provided to the boundary. Improvements to water and foul water infrastructure, flood mitigation and surface water drainage may be required. The market potential for development of this site for employment use in this location is considered to be low.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for most, 0.50-1.0m

<b>Site Reference</b>	BO035	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the north of Fountain Lane	<b>Site Area (Ha)</b>	0.29
<b>Current use</b>	Unused car park	<b>Available land (ha)</b>	0.29
<b>Proposed employm</b>	B1, B2	<b>Net available land (ha)</b>	0.26
<b>Availability</b>	There are no known legal or ownership issues. Multiple owners, but they are acting together.		
<b>Achievability</b>	Low achievability for employment use. Values are likely to be low, and opening-up infrastructure costs are likely to be high (including access, flood mitigation, utilities). If it is allocated there is a low prospect that it would be redeveloped.		
<b>Suitability</b>	Unsuitable		
<b>Planning status</b>	No pp or allocation		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site is previously developed and has little intrinsic amenity value.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	Listed buildings adjoin the western, eastern and southern boundaries and the site lies within Boston Conservation Area. Development of the site may have an adverse impact on historic assets.		
<b>Character</b>	Acceptable - development could even potentially secure improvements		
<b>Highways</b>	Dedicated access via Fountain Place, a narrow local road, onto Fountain Lane, also a narrow local road, which may be unsuitable for larger vehicles. The site is 455m from the A16, a major north-south route and vehicles would pass through the town centre.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 317m from the site. The site is within 455m of the A52. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	A small scale, low profile site to the rear of properties. Site in average condition. Residential properties are in close proximity to the site so could be affected by noise, odour and light - the likely impact would depend upon the proposed use. The site is within Boston town centre so would have good access to local amenities.		
<b>Internal environment</b>	A small, flat, square shaped site with infrastructure and services to the boundary. It is anticipated that these would need upgrading/extending to accommodate development on site. No landscaping evident. Space would need to be provided for manoeuvring/servicing and parking on site to accommodate a specific use.		
<b>Market signals</b>	The site is mostly unused. A small-scale low profile site in a mixed use town centre location. No critical mass of employment uses nearby.		
<b>Development opportunities</b>	No known constraints that could render redevelopment of the site unviable, as infrastructure and highways provided to the boundary. Access, water and foul water improvements, flood mitigation and surface water drainage would be required for new development. The market potential for development of this site for employment use in this location is considered to be low.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for all, 0.50-1.0m

Site Reference	BO039	Settlement	Boston
Site Name	Land to the south of Slippery Gowt Lane	Site Area (Ha)	1.37
Current use	Agricultural land	Available land (ha)	1.37
Proposed employm	B1, B2, B8	Net available land (ha)	1.09
Availability	There are no known legal or ownership problems.		
Achievability	Low achievability for employment use. Values are likely to be low, and opening-up infrastructure costs are likely to be moderate (including access, utilities and flood mitigation). If it is allocated there is a low prospect that it would be redeveloped.		
Suitability	Unsuitable		
Planning status	Call in - Proposed for employment use		
Location	Adjoining Boston settlement boundary		
Site Characteristics	The site has some intrinsic amenity value, being open, farmed grade 1 land.		
Environmental issues	No national or local environmental designations nearby.		
Heritage issues	No national or local heritage designations nearby.		
Character	Unacceptable - the site would have harmful effects upon the character of the area (in this location the town's built up area is largely confined to the northern side of Slippery Gowt Lane and development would create an intrusion into an area with countryside character)		
Highways	Access would need to be provided onto Slippery Gowt Lane, a local road - a weight restriction exists on the road west of the junction with Marsh Lane, which is relatively narrow, the road to the east of the junction does not have restrictions but is already in use by commercial traffic. The site is 1.9km from the A16, a major north-south route.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle (an off road cyclepath extends along Marsh Lane), but not by foot (the footpath does not extend to the site) or by public transport (bus stops are 2.1km from the site). The site is within 1.9km of the A16. The site is adjacent to the Boston built-up area (settlement boundary). The site has more limited access by a range of employees.		
External environment	The site would have a prominent position on Marsh Lane running through BO006. Site in good condition. Residential properties could be affected by noise, odour and light - impact would depend upon use. The site is detached from Boston settlement boundary so would have limited access to local amenities.		
Internal environment	A flat, rectangular shaped site with some infrastructure to the adjoining farm. It is anticipated that these would need upgrading to accommodate development on site. A high hedge exists along the frontage. Space would need to be provided for manoeuvring/servicing & parking on site to accommodate a specific use.		
Market signals	The site is in agricultural use. Could form a critical mass of development with employment uses nearby. Not actively marketed.		
Development opportunities	No known constraints that could render redevelopment of the site unviable, as infrastructure provided to the boundary. Access, water & foul water, flood mitigation & surface water drainage would be required for new development. The market potential for development of this site for employment use is considered to be low (take-up of employment land in the southern part of BO006 has been slow)		
Developable	Undevelopable	Flood risk	FZ3a, danger for all, 1-2m

Site Reference	BO042	Settlement	Boston
Site Name	Land to the north of Red Cap Lane	Site Area (Ha)	5.07
Current use	C3a, agricultural buildings, agricultural land	Available land (ha)	5.07
Proposed employm	B1, B2, B8	Net available land (ha)	4.05
Availability	There are no known legal or ownership problems.		
Achievability	Low achievability for employment use. Values are likely to be relatively low, and opening-up infrastructure costs are likely to be high reflecting the size of the site (including access, utilities and flood mitigation). If it is allocated there is a low prospect that it would be redeveloped.		
Suitability	Unsuitable		
Planning status	No pp or allocation		
Location	Adjacent to Boston settlement boundary		
Site Characteristics	The site has some intrinsic amenity value, being mostly open, farmed grade 1 land, but is partly previously developed land.		
Environmental issues	Boston Cemetery LWS lies within 20m of the southern boundary of the site		
Heritage issues	The site adjoins Boston Cemetery Registered Park and Garden to the south – an early high Victorian public cemetery. The cemetery includes three Grade II Listed buildings. Although the town has grown up around the cemetery to the south it remains open to the north meaning that some of its character remains. Development of the site would significantly impact upon the setting of the cemetery – further assessment would need to be undertaken to research & understand the impact.		
Character	Unacceptable - the site would have harmful effects upon the character of the area (in this location the town's built up area is largely confined to the southern side of Red Cap Lane and development would create an intrusion into an area with countryside character).		
Highways	Access onto Red Cap Lane would need to be provided. Red Cap Lane is a narrow local road and may be unsuitable for larger vehicles. The site is 1.3km from the A16, a major north-south route involving passing residential areas.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle, but not by foot, as there is no footpath to the boundary. Bus stops are 485m from the site. The site is within 1.3km of the A16. The site is adjacent to the Boston built-up area (settlement boundary). The site has more limited access by a range of employees.		
External environment	Low profile site in a predominantly countryside location. Site in good condition. Residential properties could be affected by noise, odour and light - impact would depend upon use. The site adjoins the Boston built up area so would have access to local amenities.		
Internal environment	A relatively flat, triangular shaped site with infrastructure to the boundary. These would need significantly upgrading to accommodate development. Mature tree belts/hedges along the boundaries. Space would need to be provided for manoeuvring/servicing & parking.		
Market signals	The site is mostly in agricultural use. Low profile site in an edge of settlement location. No critical mass of employment uses nearby but the site has the ability to accommodate a good mix of uses.		
Development opportunities	No known constraints that could render development of the site unviable, as infrastructure and highways provided to the boundary. Access, water and foul water improvements, flood mitigation and surface water drainage would be required for new development. The market potential for development of this site for employment use in this location is considered to be low.		
Developable	Undevelopable	Flood risk	FZ3a, danger for most 0.5-1.0m



Site Reference	BO043	Settlement	Boston
Site Name	Land to the north of Red Cap Lane	Site Area (Ha)	13.49
Current use	C3a, agriculture, agricultural buildings	Available land (ha)	13.49
Proposed employm	B1, B2, B8	Net available land (ha)	10.79
Availability	There are no known legal or ownership problems.		
Achievability	Low achievability for employment use. Values are likely to be relatively low, and opening-up infrastructure costs are likely to be high reflecting the size of the site (including access, utilities and flood mitigation). If it is allocated there is a low prospect that it would be redeveloped.		
Suitability	Unsuitable		
Planning status	No pp or allocation		
Location	Adjacent to Boston settlement boundary		
Site Characteristics	The site has some intrinsic amenity value, being mostly open, farmed grade 1 land, but is partly previously developed land.		
Environmental issues	Boston Cemetery LWS lies within 25m of the southern boundary of the site		
Heritage issues	The site adjoins Boston Cemetery Registered Park and Garden to the south – an early high Victorian public cemetery. The cemetery includes three Grade II Listed buildings. Although the town has grown up around the cemetery to the south it remains open to the north meaning that some of its character remains. Development of the site would significantly impact upon the setting of the cemetery – further assessment would need to be undertaken to research and understand the impact.		
Character	Unacceptable - the site would have harmful effects upon the character of the area (in this location the town's built up area is largely confined to the southern side of Red Cap Lane and development would create an intrusion into an area with countryside character).		
Highways	Dedicated narrow access onto Red Cap Lane, a narrow local road, which may be unsuitable for larger vehicles. It is likely that new access would be required to serve the site for an alternative use. The site is 1.7km from the A16, a major north-south route requiring vehicles to pass residential areas.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 280m of the site. The site is within 1.7km of the A16. The site is adjacent to the Boston built-up area (settlement boundary). The site has more limited access by a range of employees.		
External environment	Low profile site in a predominantly countryside location. Site in good condition. Residential properties could be affected by noise, odour and light - impact would depend upon use. The site adjoins the Boston built up area so would have limited access to local amenities.		
Internal environment	A large relatively flat, triangular shaped site with infrastructure to the boundary. These would need significantly upgrading to accommodate development. Mature trees/hedges on some boundaries. Space would need to be provided for manoeuvring/servicing & parking on site to accommodate a specific use(s).		
Market signals	The site is mostly in agricultural use. Low profile site in an edge of settlement location. No critical mass of employment uses nearby but the site has the ability to accommodate a good mix of uses.		
Development opportunities	No known constraints that could render development of the site unviable, as infrastructure and highways provided to the boundary. Access, water and foul water improvements, flood mitigation and surface water drainage would be required for new development. The market potential for development of this site for employment use in this location is considered to be low.		
Developable	Undevelopable	Flood risk	FZ3a, danger for most 0.5-1.0m

<b>Site Reference</b>	BO045	<b>Settlement</b>	Boston
<b>Site Name</b>	Baptist Farm, Heron Way	<b>Site Area (Ha)</b>	2.92
<b>Current use</b>	C3a, farm outbuildings, agricultural land	<b>Available land (ha)</b>	2.92
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	2.33
<b>Availability</b>	There are no known legal or ownership problems.		
<b>Achievability</b>	High achievability for employment use, evidence by recently implemented planning permission. Values are likely to be moderate, and opening-up infrastructure costs are likely to be low (including utilities and flood mitigation). If it is allocated there is a high prospect that it would be developed starting 2017-2021.		
<b>Suitability</b>	Suitable		
	<b>Planning status</b>	Allocation for industrial use in the BBC LP. pp for 9 industrial units on part of the site	
	<b>Location</b>	Within Boston settlement boundary	
	<b>Site Characteristics</b>	The site has some intrinsic amenity value, being mostly open, farmed grade 1 land, but is partly previously developed land.	
	<b>Environmental issues</b>	No national or local environmental designations nearby.	
	<b>Heritage issues</b>	No national or local heritage designations nearby.	
	<b>Character</b>	Acceptable - the site is bounded to the north and east and part west by development so would be in character with the adjoining built form.	
	<b>Highways</b>	Access would need to be provided onto Marsh Lane, a good quality local road, used by traffic from the adjoining BO006 & is able to accommodate commercial traffic from this site. Slippery Gowt Lane is narrow & has a weight restriction which may restrict access by HGVs. The site is 1.2km from the A16, a major north-south route & vehicles would pass residential areas.	
	<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.	
	<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle (off road cycle lane passes the site) and by foot but not by public transport. The site is within 1.2km of the A16. The site is 37m from the Boston built-up area (settlement boundary). The site has more limited access by a range of employees.	
	<b>External environment</b>	Low profile site but on the edge of BO006. Site in good condition, and part appears to be under construction. Residential properties could be affected by noise, odour and light - impact would depend upon use. The site is within the Boston built up area so would have access to local amenities.	
	<b>Internal environment</b>	A relatively flat, triangular shaped site with infrastructure to the boundary. It is anticipated that these would need upgrading to accommodate development on site. Limited landscaping evident. Space would need to be provided for manoeuvring/servicing & parking on site to accommodate a specific use(s).	
	<b>Market signals</b>	The site is mostly in agricultural use. Low profile site on the edge of a strategic employment site. Good critical mass of employment uses nearby, and the site has the ability to accommodate a good mix of uses. Actively marketed for employment.	
	<b>Development opportunities</b>	No known constraints that could render development of the site unviable, as infrastructure & highways provided to the boundary. Water & foul water, flood mitigation & surface water drainage would be required. Electricity pylons/overhead lines cross the site - careful design could mitigate. The market potential for development of this site for employment is good, evidenced by the delivery of PP	
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, >2m

Site Reference	BO046	Settlement	Boston
Site Name	Land to the east of Wyberton Low Road	Site Area (Ha)	3.27
Current use	Agricultural land	Available land (ha)	3.27
Proposed employm	B1, B2, B8	Net available land (ha)	2.61
Availability	Multiple owners, but they are acting together		
Achievability	Low achievability for employment use. Values are likely to be relatively low, and opening-up infrastructure costs are likely to be high reflecting the size of this site (including access, utilities and flood mitigation). If it is allocated there is a low prospect that it would be redeveloped.		
Suitability	Unsuitable		
Planning status	No pp or allocation		
Location	Adjacent to Boston settlement boundary		
Site Characteristics	The site has some intrinsic amenity value, being open, farmed grade 1 land.		
Environmental issues	Cuckoo Land LWS is 190m from the northern boundary.		
Heritage issues	No national or local heritage designations nearby.		
Character	Unacceptable - the site would have harmful effects upon the character of the area (in this location the town's built up area is largely confined to linear residential development and agricultural uses) and development of this scale and type would create an intrusion into an area with rural character.		
Highways	Access would need to be provided onto Wyberton Low Road, a local road and/or Slippery Gowt lane, a local road, with a weight restriction, which may not be suitable for commercial traffic. The site is 849m from the A16, a major north-south route, but vehicles would pass residential areas.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle, but not by foot or public transport (bus stops are 1.3km from the site). The site is within 849m of the A16. The site is adjacent to the Boston built-up area (settlement boundary). The site has more limited access by a range of employees.		
External environment	Low profile site. Site is in good condition. Residential properties are in close proximity to the site so could be affected by noise, odour and light although the likely impact would depend upon the proposed use. The site is adjacent to the Boston built up area so would have more limited access to local amenities.		
Internal environment	A large relatively flat, square shaped site with infrastructure to the boundary. It is anticipated that these would need significantly upgrading to accommodate development on site. Limited landscaping evident. Space would need to be provided for manoeuvring/servicing & parking on site to accommodate a specific use(s).		
Market signals	The site is in agricultural use. Low profile site detached from a strategic employment site. The site has the ability to accommodate a good mix of uses.		
Development opportunities	No known constraints that could render development unviable- infrastructure provided to the boundary. Significant access, water & foul water, flood mitigation & surface water drainage would be required. Electricity pylons/ overhead lines cross the site which may restrict development: design could mitigate. The market potential for development of for employment is considered to be low, evidenced by the lack of interest since 1999 for an allocation		
Developable	Undevelopable	Flood risk	FZ3a, danger for all, 1-2m

Site Reference	BO047	Settlement	Boston
Site Name	North of the Waste Recycling Centre	Site Area (Ha)	2.29
Current use	Agricultural land	Available land (ha)	2.29
Proposed employm	B1, B2, B8	Net available land (ha)	1.83
Availability	There are no known legal or ownership problems.		
Achievability	Moderate achievability for employment use. Values are likely to be moderate & opening-up infrastructure costs are likely to be low (including utilities, flood mitigation). If it is allocated there is a moderate prospect that it would be developed starting 2022-2036.		
Suitability	Suitable		
Planning status	Allocation for industrial use in the BBC LP.		
Location	Adjacent to Boston settlement boundary		
Site Characteristics	The site has some intrinsic amenity value, being open, farmed grade 1 land.		
Environmental issues	Slippery Gowt Seabank LWS is 278m from the eastern boundary.		
Heritage issues	No national or local heritage designations nearby.		
Character	Acceptable - the site is bounded to the south and west by development so would be in character with the adjoining built form.		
Highways	Access would need to be provided onto the Havenside Business Park, via a local road. The site is 2km from the A16, a major north-south route and vehicles would pass residential areas.		
Infrastructure	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
Access for employees	Services, facilities and homes are potentially accessible by cycle and by foot (although footpaths would need to be provided), and not by public transport (bus stops are within 2.5km of the site). The site is within 2km of the A16. The site is within the Boston built-up area (settlement boundary). The site has more limited potential to be accessible by a range of employees.		
External environment	Low profile site away from a major road but site adjoins an established employment allocation. Site is in good condition. No residential properties nearby. The site is within the Boston built up area so would have access to local amenities.		
Internal environment	A large relatively flat, rectangular shaped site. Infrastructure to the boundary - these would need upgrading to accommodate development. Limited landscaping evident. Space would need to be provided for manoeuvring/servicing & parking on site.		
Market signals	The site is in agricultural use. Low profile site on the edge of a strategic employment allocation. The site would benefit from proximity to a good critical mass of employment uses nearby, and the site has the ability to accommodate a good mix of uses.		
Development opportunities	No known constraints that could render development of the site unviable, as infrastructure & highways provided to the boundary. Water & foul water, flood mitigation & surface water drainage would be required. The market potential for development of this site for employment is considered to be moderate.		
Developable	Developable	Flood risk	FZ3a, danger for all, >2m

<b>Site Reference</b>	BO054	<b>Settlement</b>	Boston
<b>Site Name</b>	Land to the north west of Westbridge Road	<b>Site Area (Ha)</b>	1.54
<b>Current use</b>	Vacant land	<b>Available land (ha)</b>	1.54
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	1.23
<b>Availability</b>	There are no known legal or ownership problems.		
<b>Achievability</b>	Low achievability for employment use. Values are likely to be low, and opening-up infrastructure costs are likely to be low (including utilities and flood mitigation). If it is allocated there is a low prospect that it would be redeveloped starting 2017-2021.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	Allocation for industrial use in the BBC LP. PA for supermarket		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	The site has little intrinsic amenity value, being disused land.		
<b>Environmental issues</b>	South Forty Foot Drain is 42m from the northern boundary of the site.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Acceptable - development could even potentially secure improvements		
<b>Highways</b>	Access appears to be in place to the Westbridge Road roundabout, although this may need upgrading to accommodate a specific use. The site is within 158m of the A52, a major east-west route, so no need to pass residential areas or town centres.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are 200m from the site. The site is within 158m of the A52. The site is within the Boston built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.		
<b>External environment</b>	Good profile within an established retail park. Site is in poor condition. No residential properties nearby. The site is within the Boston built up area and opposite a superstore and petrol station so would have good access to local amenities.		
<b>Internal environment</b>	A relatively flat, square shaped site with infrastructure and services to the boundary. It is anticipated that these would need upgrading/extending to accommodate development on site. Limited landscaping evident. Space would need to be provided for manoeuvring/servicing and parking on site to accommodate a specific use(s).		
<b>Market signals</b>	The site is vacant. Good profile site adjoining a retail park. Good critical mass of retail/town centre uses nearby.		
<b>Development opportunities</b>	No known constraints that could render development of the site unviable, as infrastructure and highways provided to the boundary. Water & foul water, flood mitigation & surface water drainage would be required. The market potential for development of this site for employment use is considered to be low - evidenced by the lack of interest since 1999 for an allocation.		
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, 1-2m

<b>Site Reference</b>	BO058	<b>Settlement</b>	Boston
<b>Site Name</b>	Boston Carlton Centre, Carlton Road	<b>Site Area (Ha)</b>	0.74
<b>Current use</b>	D1	<b>Available land (ha)</b>	0.74
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	0.66
<b>Availability</b>	The owners indicate that the site is operational but if it ceased housing would work. Unavailable.		
<b>Achievability</b>	Low achievability. Values are low & opening-up infrastructure costs are likely to be moderate/high (including flood mitigation, site clearance) which may adversely impact upon the achievability of employment development. If it is allocated there is a low prospect that it would be redeveloped.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	No PP or Allocation		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	It is not agricultural land and is previously developed. The site has little intrinsic amenity value.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Acceptable - its redevelopment would have no harmful effects upon the character of the area.		
<b>Highways</b>	The site has direct access onto Carlton Road, a local road. Access may need to be upgraded to accommodate an alternative use. The site is 504m from the A52, a major east-west route and vehicles would need to pass residential areas.		
<b>Infrastructure</b>	It will not place undue burdens on existing infrastructure, the site's development would lead to the loss of education/community facilities - development would only be acceptable if it can be demonstrated that this is no longer required.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 100m of the site. The site is within 504m of the A52. The site is within Boston built-up area (settlement boundary). The site has potential to be accessible by a range of employees.		
<b>External environment</b>	A low profile site in a predominantly residential location. Site is in good condition. The site is within Boston built up area so would have good access to amenities. Residential properties adjoin the site so could be affected by noise, odour and light although the likely impact would depend upon the proposed use.		
<b>Internal environment</b>	A relatively flat, rectangular shaped site. It is anticipated that infrastructure would need upgrading/extending to accommodate development on site. Limited landscaping evident. Space for manoeuvring/servicing and parking would need to be provided on site to accommodate a specific use(s).		
<b>Market signals</b>	A low profile site in a predominantly residential area. No critical mass of employment uses. Not actively marketed.		
<b>Development opportunities</b>	No known constraints that could render development of the site unviable as access and utilities provided to the site. Utilities, water and foul water improvements and surface water drainage may need to be upgraded for new development. The market potential for development of this site for employment use is considered to be low.		
<b>Developable</b>	Undevelopable	<b>Flood risk</b>	FZ3a, danger for most, 0.50-1m

<b>Site Reference</b>	BO059	<b>Settlement</b>	Boston
<b>Site Name</b>	Disused petrol station, London Road	<b>Site Area (Ha)</b>	0.25
<b>Current use</b>	Sui generis	<b>Available land (ha)</b>	0.25
<b>Proposed employm</b>	B1, B2, B8	<b>Net available land (ha)</b>	0.22
<b>Availability</b>	There are no known legal or ownership problems.		
<b>Achievability</b>	Low achievability. Values are low & opening-up infrastructure costs are likely to be moderate/high (including site clearance/decontamination, flood mitigation) which may affect viability in this location. If it is allocated there is a low prospect that it would be redeveloped starting 2022-2036.		
<b>Suitability</b>	Suitable		
<b>Planning status</b>	No PP or Allocation		
<b>Location</b>	Within Boston settlement boundary		
<b>Site Characteristics</b>	It is not agricultural land and is previously developed land. The site has little intrinsic amenity value.		
<b>Environmental issues</b>	No national or local environmental designations nearby.		
<b>Heritage issues</b>	No national or local heritage designations nearby.		
<b>Character</b>	Acceptable - its redevelopment would not have harmful effects upon the character of the area - its redevelopment has the potential to bring environmental improvements		
<b>Highways</b>	The site has direct access onto London, a good quality local road. Access may need upgrading to accommodate an alternative use. The site is 792m from the A16, a major north-south route and vehicles would need to pass residential areas but not town centres.		
<b>Infrastructure</b>	It will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.		
<b>Access for employees</b>	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 237m of the site. The site is within 792m of the A16. The site is within Boston built-up area (settlement boundary). The site has potential to be accessible by a range of employees.		
<b>External environment</b>	A low profile, small-scale site. Site is in average condition. The site is within Boston built up area so would have access to amenities. Residential properties adjoin the site so could be affected by noise, odour and light although the likely impact would depend upon the proposed use.		
<b>Internal environment</b>	A relatively flat, irregular shaped site. It is anticipated that infrastructure would need upgrading/extending to accommodate development on site. Limited landscaping evident. Space for manoeuvring/servicing and parking would need to be provided on site to accommodate a specific use(s).		
<b>Market signals</b>	A low profile site. Could form a good mix of uses with the land to the north. Not actively marketed.		
<b>Development opportunities</b>	No known constraints that could render development of the site unviable as access and utilities provided to the existing site. Access, utilities, water and foul water improvements and flood mitigation and surface water drainage will need to be upgraded for new employment development. The market potential for development of this site for employment use is considered to be low.		
<b>Developable</b>	Developable	<b>Flood risk</b>	FZ3a, danger for all, 1-2m