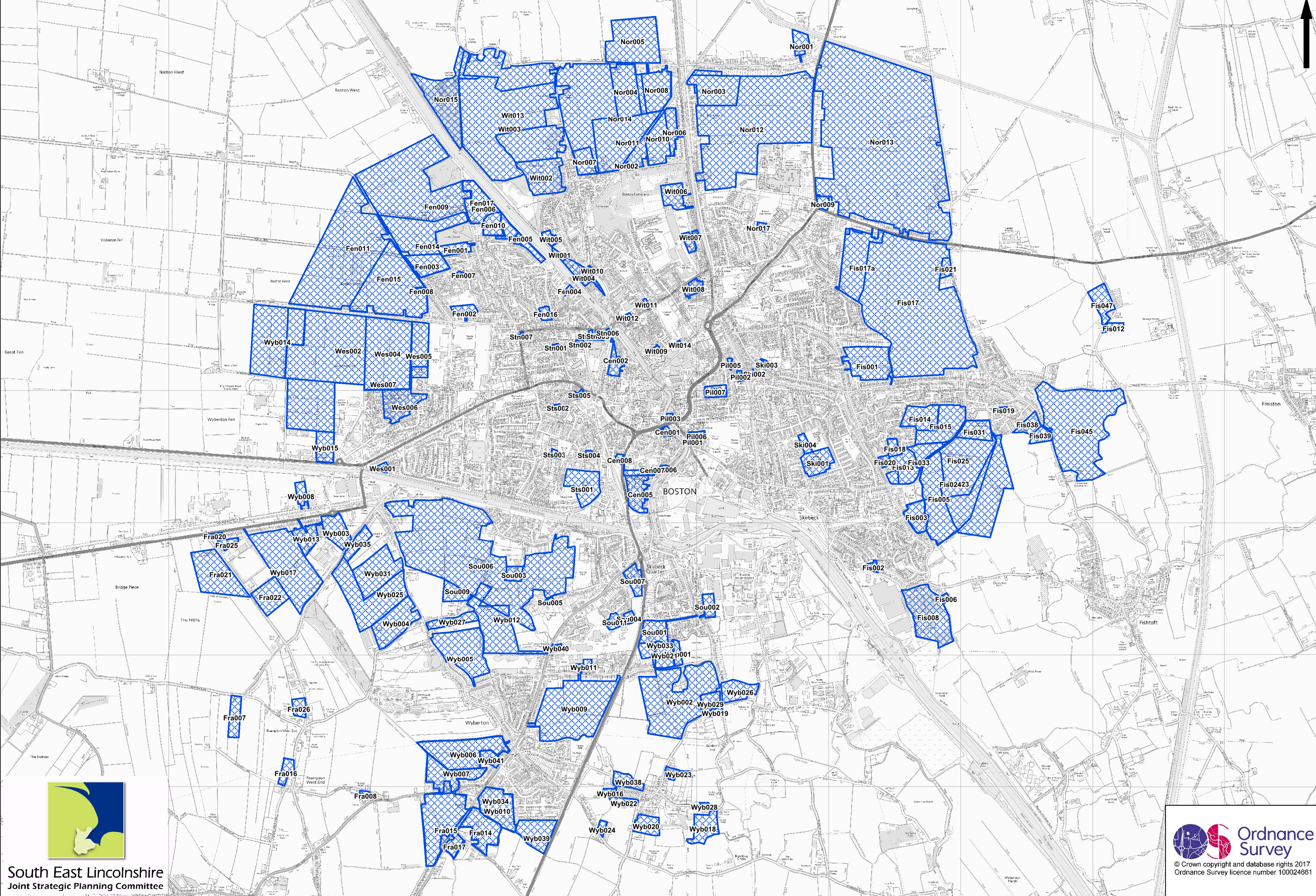


# South East Lincolnshire Strategic Housing Land Availability Assessment - Boston (April 2018)

N





<b>Reference</b>	<b>Cen001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Whitehorse Lane, Boston								
<b>Site area (Hectares)</b>	0.48	<b>Site capacity at 30 dph:</b>	14	<b>Site capacity at 25 dph:</b>	12	<b>Site capacity at 20 dph:</b>	10	<b>Site capacity from planning permissions:</b>	60
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Moderate achievability. Values are relatively low, and opening-up infrastructure costs are likely to be relatively high (site clearance/decontamination, education & flood mitigation costs). Nonetheless, there are no known issues of principle to prevent the site's immediate development - likely to be developed for apartments. Assumed to begin in year 8, and be completed before year 15.								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 35 <b>Delivered in yrs 11-15:</b> 15 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural assets &amp; its redevelopment would have no harmful effects upon the character of the area, the site's development could have adverse impacts on built and heritage assets (the Boston Conservation Area and neighbouring listed buildings). However, any such impacts could be prevented by careful design and layout.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site is in use (and most is allocated) as employment land. However, the Employment Land Technical Paper (Aug 2015) concludes that the site is not of a strategic scale, is likely to have limited attraction to B-uses, is not fit for modern business use, and consequently that it should not be allocated for employment use.</p> <p><b>LOCATION</b> - it is highly accessible to existing services, &amp; is located within the built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, it is not agricultural land &amp; is previously developed, the site contains some highly prominent buildings and has some amenity value. However, any adverse impacts could be prevented by careful design &amp; layout, and/or the retention &amp; conversion of existing buildings.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with environmental impacts, infrastructure, transport &amp; site characteristics, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (11-15)</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m <input checked="" type="checkbox"/> 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>Cen002</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Station Street, Boston			
<b>Site area (Hectares)</b>	1.57 <b>Site capacity at 30 dph:</b>	47 <b>Site capacity at 25 dph:</b>	39 <b>Site capacity at 20 dph:</b>	31 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The site remains in employment use and, although it has long been allocated for residential development, no planning application has been submitted. The owner's future intentions are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively low, and opening-up infrastructure costs are likely to be moderate (including site clearance & likely flood mitigation costs). Nonetheless, there are no known issues of principle to prevent the site's immediate development (assumed to begin in year 6, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		63	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site is currently in use (but not allocated) as employment land. The Employment Land Technical Paper (Aug 2015) concludes that this site should be safeguarded for employment use.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has no amenity value, is not agricultural land &amp; is previously developed. However, the site abuts the railway, which may have impacts upon the amenities of the occupiers of any dwellings on the site. However, adverse impacts could potentially be mitigated by careful design &amp; layout.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to infrastructure issues (loss of employment land).</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1	No hazard	No Depth	
	Zone 2	Low hazard	0m to 0.25m	
	Zone 3a	Danger for some	0.25m to 0.50m	
	Zone 3b	Danger for most	0.50m to 1.0m	
		Danger for all	1.0m to 2.0m	
			>2.0m	

<b>Reference</b>	<b>Cen005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Haven Village, London Road, Boston								
<b>Site area (Hectares)</b>	3.6	<b>Site capacity at 30 dph:</b>	108	<b>Site capacity at 25 dph:</b>	90	<b>Site capacity at 20 dph:</b>	72	<b>Site capacity from planning permissions:</b>	15
<b>Availability</b>	<b>Is the site available?</b>				Yes				
<b>Explanation</b>	B/03/0221 - permission for the construction of 204 dwellings. 15 remaining.								
<b>Achievability</b>	<b>Is the site achievable?</b>				Yes				
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). Planning permission is outstanding, and there is a reasonable prospect that the site's development will soon be completed (assumed to be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>				<b>Delivered in yrs 6-10:</b>		15		
	<b>Delivered in yrs 11-15:</b>				<b>Delivered in yrs 16-20:</b>				
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>				Yes				
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural assets, &amp; its development would have no harmful effects upon the character of the area, the site's development could have adverse impacts on built and heritage assets (the Boston Conservation Area and neighbouring listed buildings). However, any such impacts could be prevented by careful design and layout.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site is allocated as employment land. However, the site's employment use ended many years ago, &amp; its loss will not have adverse impacts.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has no amenity value, is not agricultural land &amp; is previously developed. However, the site abuts the A16 Spalding Road which may have impacts upon the amenities of the occupiers of any dwellings on the site. However, adverse impacts could potentially be mitigated by careful design &amp; layout.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with environmental impacts, infrastructure, transport &amp; site characteristics, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Cen006</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	St Anne's Wharf, High Street, Boston								
<b>Site area (Hectares)</b>	0.21	<b>Site capacity at 30 dph:</b>	6	<b>Site capacity at 25 dph:</b>	5	<b>Site capacity at 20 dph:</b>	4	<b>Site capacity from planning permissions:</b>	8
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	B/03/0358 - permission for the construction of 17 dwellings. 8 dwellings are unbuilt.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). Planning permission is outstanding, and there is a reasonable prospect that the site will soon be completed (assumed to be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>					<b>Delivered in yrs 6-10:</b>		8	
	<b>Delivered in yrs 11-15:</b>					<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>Yes</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural assets, &amp; its redevelopment would have no harmful effects upon the character of the area, the site's development could have adverse impacts on built and heritage assets (the Boston Conservation Area and neighbouring listed buildings). However, any such impacts could be prevented by careful design and layout.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has no intrinsic amenity value, there are no nearby 'bad neighbour' uses, it is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with environmental impacts &amp; transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Cen007</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land between London Road and Spalding Road, Boston			
<b>Site area (Hectares)</b>	0.96 <b>Site capacity at 30 dph:</b>	29 <b>Site capacity at 25 dph:</b>	24 <b>Site capacity at 20 dph:</b>	19 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are relatively low, and opening-up infrastructure costs are likely to be relatively high (potentially including site clearance, decontamination, & flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 5 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Plan seeks in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural assets. Although the site's development could have adverse impacts on built and heritage assets (the Boston Conservation Area and neighbouring listed buildings), any such impacts could be prevented by careful design and layout. The site's redevelopment will not harm the character of the area (indeed it might improve it).</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site is allocated (and partly used) as employment land. Although the Employment Land Technical Paper (Aug 2015) identifies that: it is not of a strategic scale &amp; its loss will not have adverse economic impacts; it is of limited attractiveness to B-uses &amp; should not be allocated in its own right for employment use, it concludes that it should be incorporated within the Nelson Way Existing Main Employment Area.</p> <p><b>LOCATION</b> - it is relatively accessible to existing services, &amp; is located within the built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has no intrinsic amenity value, is not agricultural land &amp; is previously developed, However, the industrial uses to the n and the A16 to the w may impact on the amenities that would be enjoyed by new dwellings on the site. The site's proportions mean that it is unlikely that these impacts could be acceptably mitigated. Furthermore, the land is likely to have been contaminated by its former railway use.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to site characteristics and unacceptable impacts on infrastructure.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Cen008</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>
<b>Address</b>	Land to the west of Spalding Road, Boston			
<b>Site area (Hectares)</b>	0.33 <b>Site capacity at 30 dph:</b>	10 <b>Site capacity at 25 dph:</b>	8 <b>Site capacity at 20 dph:</b>	7 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively low, and opening-up infrastructure costs are likely to be moderate (including possible site decontamination & likely flood mitigation costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed. However, development would be dependent on consent of neighbouring land owner & is therefore not assumed to begin before year 12.			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>			
	<b>Delivered in yrs 11-15:</b>		10	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Plan seeks in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, and its redevelopment will not harm the character of the area (indeed it would be likely to improve it).</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site is allocated in the Boston Local Plan (April 1999) as employment land. The emerging South East Lincolnshire Local Plan does not, however, allocate this site for employment use and its loss is therefore would not be expected to have adverse economic impacts.</p> <p><b>LOCATION</b> - it is accessible to existing services, &amp; is located within the built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has no intrinsic amenity value, is not agricultural land &amp; is previously developed, However, the industrial uses to the north and the A16 to the east may impact on the amenities that would be enjoyed by new dwellings on the site. Furthermore, the land is likely to have been contaminated by its former railway use.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). More importantly, no acceptable vehicular access is available.</p> <p>Unsuitable, due to site characteristics and transport issues.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fen001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Fenside Road, Boston			
<b>Site area (Hectares)</b>	1.83 <b>Site capacity at 30 dph:</b>	55 <b>Site capacity at 25 dph:</b>	46 <b>Site capacity at 20 dph:</b>	37 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are likely to be moderate (flood mitigation & education costs). If it is allocated, there is a reasonable prospect that it would be developed, although commencement may be delayed by the need for improvements to the water supply and sewerage networks. Development is assumed to begin in year 10, and to be completed before year 15.			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 25 <b>Delivered in yrs 11-15:</b> 30 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character of the area, as it is visually contained by the existing built-up area and woodland.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, and it will not create or exacerbate traffic problems - the Highway Authority identifies that it would appear that a standard adoptable estate road, suitable to serve 55 dwellings could be built in the opening. The verge is wide enough and the road is straight enough for the required visibility splays to be achievable. Existing telecoms infrastructure will require relocation or strengthening. Thought should be given to creating vehicular links to Fen003 &amp; Fen014, &amp; even a through-route to Punchbowl Lane.</p> <p>Despite the issues with site characteristics, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	



<b>Reference</b>	Fen002	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b>	<input type="checkbox"/>				
<b>Address</b>	Land to the north of Langrick Road, Boston								
<b>Site area (Hectares)</b>	1.16	<b>Site capacity at 30 dph:</b>	35	<b>Site capacity at 25 dph:</b>	29	<b>Site capacity at 20 dph:</b>	23	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>								
<b>Explanation</b>	Yes								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>								
<b>Explanation</b>	Yes								
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up/infrastructure costs are likely to be high (site clearance, decontamination, flood mitigation, and education costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 11 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>								
<b>Explanation</b>	Yes								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has little intrinsic amenity value, there are no nearby 'bad neighbour' uses, it is not agricultural land &amp; is previously developed land.</p> <p><b>TRANSPORT</b> - Services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, and it will not create or exacerbate traffic problems - the Highway Authority identifies that safe and suitable access from Langrick Road could be achieved into this site, although 35 dwellings may be ambitious for the size of the site. A street light will need to be relocated, but that should not be an insurmountable problem. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (11-15)</b>								
<b>Flood risk</b>	Zone 1	No hazard	No Depth	Zone 2	Low hazard	0m to 0.25m	Zone 3a	Danger for some	0.25m to 0.50m
	Zone3b	Danger for most	0.50m to 1.0m		Danger for all	1.0m to 2.0m			>2.0m

<b>Reference</b>	<b>Fen003</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the east of Punchbowl Lane, Boston			
<b>Site area (Hectares)</b>	3.87 <b>Site capacity at 30 dph:</b>	116 <b>Site capacity at 25 dph:</b>	97 <b>Site capacity at 20 dph:</b>	77 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are also likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 66 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character of the area - the site does not have an open countryside character, as it is dominated by the existing development to its south and east.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. The site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The site's development will not create or exacerbate traffic problems - the Highway Authority indicates that the frontage footway would need to be extended &amp; a formal drainage system provided for Punchbowl Lane. Consideration should be given to vehicular connections to Fen001 &amp; Fen014, &amp; possibly a through-route between Punchbowl Lane &amp; Fenside Road.</p> <p>Despite the issues with site characteristics, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fen004</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	36 Witham Bank West, Boston			
<b>Site area (Hectares)</b>	0.29 <b>Site capacity at 30 dph:</b>	<input type="text" value="9"/> <b>Site capacity at 25 dph:</b>	<input type="text" value="7"/> <b>Site capacity at 20 dph:</b>	<input type="text" value="6"/> <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input type="text" value="Yes"/>			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="text" value="Yes"/>			
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). There are no known issues of principle to prevent the site's immediate development (assumed to begin in year 8, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 9 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="text" value="Yes"/>			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural assets &amp; its development would have no harmful effects upon the character of the area, the site's development could have adverse impacts on built and heritage assets (the Boston Conservation Area and a neighbouring listed building). However, any such impacts could be prevented by careful design and layout.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has little intrinsic amenity value, there are no nearby 'bad neighbour' uses &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with environmental impacts, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Fen005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north and east of Carlton Road, Boston			
<b>Site area (Hectares)</b>	2.74 <b>Site capacity at 30 dph:</b>	82 <b>Site capacity at 25 dph:</b>	68 <b>Site capacity at 20 dph:</b>	55 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are also likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 32 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character of the area.</p> <p><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, and would worsen the town's existing recreational open space shortfall.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has little intrinsic amenity value, there are no nearby 'bad neighbour' uses &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; it has potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to unacceptable impacts on infrastructure.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	<b>No hazard</b> Low hazard Danger for some Danger for most Danger for all	<b>No Depth</b> 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fen006</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the east of Fenside Road, Boston								
<b>Site area (Hectares)</b>	8	<b>Site capacity at 30 dph:</b>	240	<b>Site capacity at 25 dph:</b>	200	<b>Site capacity at 20 dph:</b>	160	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Planning permission was granted for the development of an inland waterways marina (ref. B/12/0245), & it is possible that the site will not be available for residential development. However, the owners indicate that satisfactory developer interest in the marina has not materialised.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Poor achievability. Values are relatively low, but infrastructure costs are likely to be relatively high (highway improvement, flood mitigation & education costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed, although commencement may be delayed by the need to improve the foul sewerage and water supply networks. Development is assumed to begin in year 10, and be completed before year 20.								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 25 <b>Delivered in yrs 11-15:</b> 125 <b>Delivered in yrs 16-20:</b> 90 <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would not have harmful effects upon the character or appearance of the area - although the site has an open countryside character, it is well-related to the town's existing built-up area &amp; is contained by a strong &amp; defensible 'natural' western boundary (Fenside Road).</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has limited intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site has potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). However, the Highway Authority indicates that the existing highway infrastructure is unsuitable to serve residential development of this scale without some fairly significant structural improvement, widening, footway &amp; drainage provision.</p> <p>Despite the issues with site characteristics and transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (16-20)</b>								
<b>Flood risk</b>	Zone 1	No hazard	No Depth	Zone 2	Low hazard	0m to 0.25m	Zone 3a	Danger for some	0.25m to 0.50m
	Zone 3b	Danger for most	0.50m to 1.0m		Danger for all	1.0m to 2.0m			>2.0m

<b>Reference</b>	<b>Fen007</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the south-west of Joy Paine Close, Boston								
<b>Site area (Hectares)</b>	0.16	<b>Site capacity at 30 dph:</b>	5	<b>Site capacity at 25 dph:</b>	4	<b>Site capacity at 20 dph:</b>	3	<b>Site capacity from planning permissions:</b>	
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are also likely to be very low (although flood mitigation costs are likely). There are no known issues of principle to prevent the site's immediate development (assumed to begin in year 6, and be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		5						
	<b>Delivered in yrs 11-15:</b>								
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it would not have adverse impacts on natural and heritage assets, the site is currently amenity grassland which contributes positively to the character of the area and its development would have harmful effects upon that character.</p> <p><b>INFRASTRUCTURE</b> - it will lead to the loss of existing infrastructure - the site is currently amenity grassland.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has little intrinsic amenity value, there are no nearby 'bad neighbour' uses &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, &amp; loss of green infrastructure.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			



<b>Reference</b>	<b>Fen008</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	42 Punchbowl Lane, Boston			
<b>Site area (Hectares)</b>	0.21 <b>Site capacity at 30 dph:</b>	6 <b>Site capacity at 25 dph:</b>	5 <b>Site capacity at 20 dph:</b>	4 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	B/11/0150 - permission for the construction of 5 dwellings. 3 dwellings outstanding.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are also likely to be low (although flood mitigation costs are likely). Planning permission is outstanding, and it is likely that the site will soon be completed (assumed to be completed before year 10)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 3 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has little intrinsic amenity value, there are no nearby 'bad neighbour' uses &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fen009</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land between Punchbowl Lane and the River Witham, Boston			
<b>Site area (Hectares)</b>	57.22 <b>Site capacity at 30 dph:</b>	1717 <b>Site capacity at 25 dph:</b>	1430 <b>Site capacity at 20 dph:</b>	#### <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The site appears to be in at least 13 separate ownerships, and the owners of 3 parcels cannot be identified. The intentions of all the owners are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>			
	<b>Delivered in yrs 11-15:</b>		400	
	<b>Delivered in yrs 16-20:</b>		500	
	<b>Delivered in yrs 21-25:</b>		500	
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development would have major effects upon the character and appearance of the area. However, with the exception of the north, its boundaries are defined by strong 'natural' features, &amp; its relationship with the existing town is good. Furthermore, development on this scale offers opportunities to mitigate environmental impacts effectively.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates. (It is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is accessible to the town's services, &amp; is adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Highway Authority indicates that the development of this site would be likely to cause significant capacity issues at the junctions of Langrick Rd with Fenside Rd, and Fenside Rd with Argyle St/Brothertoft Rd. There is an existing issue with residents of Langrick Rd parking vehicles on the carriageway and impeding the free flow of traffic. Significant assessment of the capacity of the local highway network is required.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fen010</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Puritan Way, Boston			
<b>Site area (Hectares)</b>	2.16 <b>Site capacity at 30 dph:</b>	65 <b>Site capacity at 25 dph:</b>	54 <b>Site capacity at 20 dph:</b>	43 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	There is no residential planning permission or allocation, but there are no known legal or ownership problems. Multiple owners, but they are working together. Permission is outstanding for the development of an inland waterways marina (ref. B/12/0245).			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are also likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 15 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character of the area - it is largely enclosed by the town's built-up area, and few near views into the site are available from public vantage points. Its northern boundary does not follow any strong, defensible 'natural feature, &amp; its allocation may therefore lead to pressure for the development of further land, but the development of this land is itself considered to be acceptable (see site Fen006).</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is accessible to the town's existing services &amp; facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site's development has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Furthermore, it will not create or exacerbate traffic problems - the Highway Authority indicates that this site would be suitable for the development of 65 dwellings as an extension of Puritan Way.</p> <p>Despite the issues with environmental impacts &amp; site characteristics, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m <input checked="" type="checkbox"/> 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Fen011</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Punchbowl Lane, Boston			
<b>Site area (Hectares)</b>	57.28 <b>Site capacity at 30 dph:</b>	1718 <b>Site capacity at 25 dph:</b>	1432 <b>Site capacity at 20 dph:</b>	#### <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The site appears to be in six separate ownerships, and the intentions of two of the owners are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 400 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 500			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development would inevitably have major impacts upon the character and appearance of the area. Its western boundary is arbitrary, &amp; its relationship with the existing town would be poor unless the land to its south (site Wes002/Wes007) or east (site Fen009) had already been developed. Although development on this scale offers opportunities to mitigate environmental impacts, other options for major urban extensions are preferable.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates. (It is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - Services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, and the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that neither North Forty Foot Bank nor Middle Drove would be acceptable access roads for the site's development. Frontage footway and drainage works would be required on Punchbowl Lane. Significant assessment of the capacity of the local highway network is required.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fen014</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>				
<b>Address</b>	Land to the east of Punchbowl Lane and south of Washdyke Lane, Boston							
<b>Site area (Hectares)</b>	16.69	<b>Site capacity at 30 dph:</b>	501	<b>Site capacity at 25 dph:</b>	417	<b>Site capacity at 20 dph:</b>	334	<b>Site capacity from planning permissions:</b> <input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>No</b>					
<b>Explanation</b>	The site appears to be in five separate ownerships, and the intentions of one owner are unknown.							
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>					
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20).							
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>							
	<b>Delivered in yrs 6-10:</b>		50					
	<b>Delivered in yrs 11-15:</b>		250					
	<b>Delivered in yrs 16-20:</b>		201					
	<b>Delivered in yrs 21-25:</b>							
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>Yes</b>					
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development would have major effects upon the character of the area. However, all of its boundaries are defined by strong 'natural' features, its relationship with the existing town is good, &amp; development on this scale offers opportunities to mitigate environmental impacts effectively.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating infrastructure capacity issues it creates or exacerbates. (It is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that access off Punchbowl Lane could be achieved with footway &amp; drainage works. Access off Fenside Rd would require carriageway widening, footway &amp; drainage works. Access off Washdyke Rd would require substantial improvement works. A through-route between Punchbowl Lane and Fenside Rd might be beneficial. Assessment of the capacity of the local highway network is required.</p> <p>Despite the many issues identified, the site is considered suitable.</p>							
<b>Classification</b>	<b>Undevelopable</b>							
<b>Flood risk</b>	Zone 1		No hazard			No Depth		
	Zone 2		Low hazard			0m to 0.25m		
	Zone 3a		Danger for some			0.25m to 0.50m		
	Zone 3b		Danger for most			0.50m to 1.0m		
			Danger for all			1.0m to 2.0m		
						>2.0m		

<b>Reference</b>	<b>Fen015</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of North Forty Foot Bank, Boston								
<b>Site area (Hectares)</b>	19.61	<b>Site capacity at 30 dph:</b>	588	<b>Site capacity at 25 dph:</b>	490	<b>Site capacity at 20 dph:</b>	392	<b>Site capacity from planning permissions:</b>	<input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>No</b>						
<b>Explanation</b>	The site appears to be in three separate ownerships, and the intentions of one owner are unknown.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed, although realistically it could not be developed before land to its south (site Wes002/Wes007) or east (site Fen009) had already been developed (assumed to begin in year 20, and be completed after year 25).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>								
	<b>Delivered in yrs 11-15:</b>								
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>		500						
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>Yes</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development would inevitably have major impacts upon the character and appearance of the area. Its western boundary is arbitrary, &amp; its relationship with the existing town would be poor unless the land to its south (site Wes002/Wes007) or east (site Fen009) had already been developed. Nonetheless, development on this scale offers opportunities to mitigate environmental impacts.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates. (It is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - Services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, and the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Its scale means that it may create or exacerbate traffic problems, but development on this scale is likely to be capable of mitigating any such problems.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			



<b>Reference</b>	<b>Fen016</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>
<b>Address</b>	Boston Carlton Centre, Carlton Road, Boston			
<b>Site area (Hectares)</b>	0.74 <b>Site capacity at 30 dph:</b>	22 <b>Site capacity at 25 dph:</b>	18 <b>Site capacity at 20 dph:</b>	15 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The owners indicate that "the site is presently operational"..., but "in the event that these uses were to be discontinued ... the most appropriate alternative use of the site would be residential development". Given that no timetable is set out for the discontinuation of the current use, the site cannot be considered			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be moderate/high (including likely flood mitigation and site clearance costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		22	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p>INFRASTRUCTURE - although it will not place undue burdens on existing infrastructure, the site is currently in use as social and educational infrastructure - its redevelopment would be acceptable only if it could be demonstrated that this infrastructure is no longer required or that replacements were to be made.</p> <p>LOCATION - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - the site has little intrinsic amenity value, there are no nearby 'bad neighbour' uses, it is not agricultural land, &amp; is previously developed land.</p> <p>TRANSPORT - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it is unlikely to create or exacerbate traffic problems. However, it does not have the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with infrastructure and transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

**Reference** Fen017 **Settlement:** Boston **Phase two SHLAA sites**

**Address** Land to the east of Fenside Road, Boston

**Site area (Hectares)** 5.02 **Site capacity at 30 dph:** 151 **Site capacity at 25 dph:** 125 **Site capacity at 20 dph:** 100 **Site capacity from planning permissions:**

**Availability** **Is the site available?**  Yes

**Explanation** Although there is no planning permission or allocation, there are no known legal or ownership problems.

**Achievability** **Is the site achievable?**  Yes

**Explanation** Moderate achievability. Values are moderate, and opening-up infrastructure costs are also likely to be moderate (including likely flood mitigation costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).

**Assumed delivery rate**  
Delivered in yrs 1-5:  
Delivered in yrs 6-10: 50  
Delivered in yrs 11-15: 101  
Delivered in yrs 16-20  
Delivered in yrs 21-25:

**Suitability** **Is the site suitable?**  Yes

**Explanation**  
The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.  
ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets, & its development would not have harmful effects upon the character or appearance of the area - although the site has an open countryside character, it is well-related to the town's existing built-up area & is contained by a strong & defensible 'natural' western boundary (Fenside Road).  
INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).  
LOCATION - it is accessible to the town's existing services and facilities, & is located adjacent to the town's existing built-up area.  
SITE CHARACTERISTICS - although the site has limited intrinsic amenity value & there are no nearby 'bad neighbour' uses, it is Grade 2 agricultural land & is not previously developed.  
TRANSPORT - services & facilities are potentially accessible on foot, & by bicycle & public transport, & the site has potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). However, the Highway Authority indicates that the existing highway infrastructure is unsuitable to serve residential development of this scale without some fairly significant structural improvement, widening, footway & drainage provision.  
  
Despite the issues with site characteristics and transport, the site is considered suitable.

**Classification** **Developable (11-15)**

**Flood risk**

Zone 1	No hazard	No Depth
Zone 2	Low hazard	0m to 0.25m
Zone 3a	Danger for some	0.25m to 0.50m
Zone 3b	Danger for most	0.50m to 1.0m
	Danger for all	1.0m to 2.0m
		>2.0m

<b>Reference</b>	<b>Fis001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the east of Lindis Road, Boston								
<b>Site area (Hectares)</b>	7.46	<b>Site capacity at 30 dph:</b>	224	<b>Site capacity at 25 dph:</b>	186	<b>Site capacity at 20 dph:</b>	149	<b>Site capacity from planning permissions:</b>	180
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. A housebuilder has an agreement with the landowners to promote the site.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are also likely to be moderate (decontamination, flood mitigation & education costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed, although commencement may be delayed by the need to improve the foul sewerage and water supply networks). Development is assumed to begin in year 10, and be completed before year 20).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		25						
	<b>Delivered in yrs 11-15:</b>		125						
	<b>Delivered in yrs 16-20:</b>		30						
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>Yes</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character of the area - the site is surrounded by existing development on three sides, although long views are available from the east. The allocation of this land would be unlikely to generate pressure for further eastward expansion, given that it is contained by a strong &amp; defensible 'natural' eastern boundary.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Furthermore, the Highway Authority indicates that, whilst it has reservations about development that would have the potential to increase vehicular activity on Lindis Road and nearby junctions, it is supportive of this allocation.</p> <p>Despite the issues with site characteristics &amp; transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (16-20)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Fis002</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north-east of Fishtoft Road, Boston			
<b>Site area (Hectares)</b>	0.41 <b>Site capacity at 30 dph:</b>	12 <b>Site capacity at 25 dph:</b>	10 <b>Site capacity at 20 dph:</b>	8 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (flood mitigation and education costs). There are no known issues of principle to prevent the site's immediate development (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 9 <b>Delivered in yrs 11-15:</b> 3 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character and appearance of the area.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it is not agricultural land, it is not previously developed land &amp; has some intrinsic amenity value (frontage hedge and trees within the site). Though the removal of the hedge would undoubtedly have impacts upon the character of the area, it is considered that these impacts would not be so adverse that the site is rendered unsuitable for development.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that, subject to the removal of the frontage hedge, the necessary visibility splays can be achieved within the site.</p> <p>Despite the issues with site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fis003</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the east of White House Lane, Boston			
<b>Site area (Hectares)</b>	3.01 <b>Site capacity at 30 dph:</b>	90 <b>Site capacity at 25 dph:</b>	75 <b>Site capacity at 20 dph:</b>	60 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be moderate (flood mitigation & education costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed, although commencement may be delayed by the need for improvements to water supply and sewerage networks. Development is assumed to begin in year 10, and be completed before year 15.			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 25 <b>Delivered in yrs 11-15:</b> 65 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character and appearance of the area - it is enclosed by urban land-uses on three sides &amp; relates well to the town's existing built-up area. The allocation of this land would be unlikely to generate pressure for further eastward expansion, given that it is contained by a strong &amp; defensible 'natural' eastern boundary.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that the White House Lane frontage is suitable to provide safe access into this site, although a frontage footway &amp; drainage would be required. Ideally, there should be more than one point of access for 90 dwellings.</p> <p>Despite the issues with site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 <b>Zone 3a</b> Zone3b	No hazard Low hazard Danger for some Danger for most <b>Danger for all</b>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m <b>1.0m to 2.0m</b> >2.0m	



<b>Reference</b>	<b>Fis005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the east of Toot Lane, Boston								
<b>Site area (Hectares)</b>	10.57	<b>Site capacity at 30 dph:</b>	317	<b>Site capacity at 25 dph:</b>	264	<b>Site capacity at 20 dph:</b>	211	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Two owners, but they are acting together								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are also likely to be moderate (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		50						
	<b>Delivered in yrs 11-15:</b>		250						
	<b>Delivered in yrs 16-20:</b>		17						
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - it would create an incongruous group of dwellings which would be poorly related to the town's existing built form (it would need to be developed in conjunction with site Fis003, and following the development of Fis033).</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to unacceptable environmental impacts &amp; poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Fis006</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Fishtoft Road, Boston			
<b>Site area (Hectares)</b>	0.3 <b>Site capacity at 30 dph:</b>	9 <b>Site capacity at 25 dph:</b>	8 <b>Site capacity at 20 dph:</b>	6 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		9	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	No		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - the site has little relationship to the town's existing built form, and its development would intensify an existing group of dwellings in an area with a countryside character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, it has no intrinsic amenity value &amp; is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to unacceptable environmental impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fis008</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Fogartys, south of Fishtoft Road, Boston			
<b>Site area (Hectares)</b>	10.71 <b>Site capacity at 30 dph:</b>	321 <b>Site capacity at 25 dph:</b>	268 <b>Site capacity at 20 dph:</b>	214 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Owner indicates that the site will not be available before 2016.			
<b>Achievability</b>	<b>Is the site achievable?</b>	Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively high (including site clearance cost, & costs to mitigate flood risk and nearby 'bad neighbour' uses). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		50	
	<b>Delivered in yrs 11-15:</b>		250	
	<b>Delivered in yrs 16-20:</b>		21	
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	No		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets &amp; the site's redevelopment could deliver environmental improvements.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site is allocated as employment land, &amp; is in employment and sports uses . The Employment Land Technical Paper (Aug 2015) concludes that the site should be safeguarded as a Specific Occupier Site. Furthermore, the site's redevelopment would lead to the loss of gymnasium.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located within the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has no intrinsic amenity value, is not agricultural land &amp; is previously developed, there are nearby 'bad neighbour' uses - neighbouring industrial uses may impact on the amenities of new dwellings, but the site is large in size and (although capacity may be reduced) it is likely that impacts could be mitigated.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that redevelopment of this site would be possible provided more than one point of access is provided. Access from the minor road to the east would not be acceptable.</p> <p>Unsuitable, due to unacceptable impacts on infrastructure.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fis012</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the east of Wythes Lane, Boston			
<b>Site area (Hectares)</b>	0.81 <b>Site capacity at 30 dph:</b>	24 <b>Site capacity at 25 dph:</b>	20 <b>Site capacity at 20 dph:</b>	16 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are acting together.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are also likely to be low, although flood mitigation costs are likely. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - the site is isolated from the existing town and its development would be unrelated to any existing settlement. Development would have a major and adverse impact upon the countryside character of the site's surroundings.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively inaccessible to the town's existing services and facilities, &amp; is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, much of the site is Grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - it will not create or exacerbate traffic problems. However, services &amp; facilities are not accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental &amp; transport impacts, &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fis013</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Toot Lane, Boston			
<b>Site area (Hectares)</b>	4.77 <b>Site capacity at 30 dph:</b>	143 <b>Site capacity at 25 dph:</b>	119 <b>Site capacity at 20 dph:</b>	95 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are acting together.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 93 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character and appearance of the area - land to the north and west of Toot Lane does not have an open countryside character, and development would not appear as an extension into countryside. The allocation of this land would require the allocation of land to its north (site Fis018) and would create pressure for the allocation of the remaining land bounded by Toot Lane (see site Fis033), but these options are also considered suitable.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Fis014</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the west of Toot Lane, Boston								
<b>Site area (Hectares)</b>	4.39	<b>Site capacity at 30 dph:</b>	132	<b>Site capacity at 25 dph:</b>	110	<b>Site capacity at 20 dph:</b>	88	<b>Site capacity from planning permissions:</b>	<input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Two owners, but they are acting together.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 82 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character and appearance of the area - land to the north and west of Toot Lane does not have an open countryside character, and development would not appear as an extension into countryside. The allocation of this land would create pressure for the allocation of the remaining land bounded by Toot Lane (see site Fis033), but this option is also considered suitable.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics &amp; transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (11-15)</b>								
<b>Flood risk</b>	Zone 1	No hazard	No Depth	Zone 2	Low hazard	0m to 0.25m	Zone 3a	Danger for some	0.25m to 0.50m
	Zone3b	Danger for most	0.50m to 1.0m		Danger for all	1.0m to 2.0m			>2.0m

<b>Reference</b>	<b>Fis015</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Toot Lane, Boston			
<b>Site area (Hectares)</b>	6.54 <b>Site capacity at 30 dph:</b>	196 <b>Site capacity at 25 dph:</b>	164 <b>Site capacity at 20 dph:</b>	131 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 125 <b>Delivered in yrs 16-20:</b> 21 <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character and appearance of the area - land to the north and west of Toot Lane does not have an open countryside character, and development would not appear as an extension into countryside. The allocation of this land would necessitate the allocation of the land to its north-west (site Fis014) &amp; would also create pressure for the allocation of the remaining land bounded by Toot Lane (see site Fis033), but these options are also considered suitable.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (16-20)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone3b	No hazard Low hazard Danger for some Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	

<b>Reference</b>	<b>Fis017</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the south of Wainfleet Road, Boston								
<b>Site area (Hectares)</b>	76.81	<b>Site capacity at 30 dph:</b>	2304	<b>Site capacity at 25 dph:</b>	1920	<b>Site capacity at 20 dph:</b>	####	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<input checked="" type="checkbox"/> Yes						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<input checked="" type="checkbox"/> Yes						
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>								
	<b>Delivered in yrs 11-15:</b>				400				
	<b>Delivered in yrs 16-20:</b>				500				
	<b>Delivered in yrs 21-25:</b>				500				
<b>Suitability</b>	<b>Is the site suitable?</b>		<input checked="" type="checkbox"/> Yes						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings sought for Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - will not have adverse impacts on natural assets. May have adverse impacts on heritage assets (listed Rochford Tower &amp; Rochford Tower House &amp; the Rochford Tower SAM), but potential impacts could be mitigated by careful design &amp; layout. Would have major impacts upon the character &amp; appearance of the area, but boundaries are defined by strong 'natural' features, its relationship with the existing town is good, &amp; development on this scale offers opportunities to mitigate environmental impacts effectively.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates.</p> <p><b>LOCATION</b> - it is accessible to services &amp; facilities, &amp; is adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - it has little intrinsic amenity value, but is Grade 2 agricultural land &amp; is not previously developed. The A52 may impact on the amenities of nearby new dwellings, but development on this scale offers opportunities to mitigate such impacts effectively.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site does not have the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that access off Wainfleet Rd would probably require the formation of a roundabout. Access and development on the Rochford Tower Lane frontage would require a frontage footway &amp; drainage. Any access onto Blackthorn Lane should be modest in size &amp; not a through route. A TA of the capacity of the local highway network is required.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (21-25)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Fis017a</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>					
<b>Address</b>	Land to the south of Wainfleet Road, Boston								
<b>Site area (Hectares)</b>	9.62	<b>Site capacity at 30 dph:</b>	289	<b>Site capacity at 25 dph:</b>	240	<b>Site capacity at 20 dph:</b>	192	<b>Site capacity from planning permissions:</b>	200
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up/infrastructure costs are likely to be (including flood mitigation and highway improvement costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		50						
	<b>Delivered in yrs 11-15:</b>		125						
	<b>Delivered in yrs 16-20:</b>		25						
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>Yes</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character and appearance of the area - distant views of the site are available from Rochford Tower Lane and Wainfleet Road, but these are already dominated by the town's built-up area.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. The Highway Authority comments that a simple priority junction (with suitable sized radii) off the A52 could be formed to serve the site, and visibility is good. However, there is no footway on the south side of Wainfleet Road and it would not be acceptable for a development of this size to not have a continuous link formed from the end of the existing footway. There is no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics &amp; transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (16-20)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Fis018</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Toot Lane, Boston			
<b>Site area (Hectares)</b>	1.06 <b>Site capacity at 30 dph:</b>	32 <b>Site capacity at 25 dph:</b>	26 <b>Site capacity at 20 dph:</b>	21 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 8 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character and appearance of the area - the town's built-up area surrounds the site on three sides.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed land.</p> <p>TRANSPORT - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all <input checked="" type="checkbox"/>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	



<b>Reference</b>	<b>Fis019</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Ward Crescent, Boston			
<b>Site area (Hectares)</b>	0.15 <b>Site capacity at 30 dph:</b>	<input type="text" value="4"/> <b>Site capacity at 25 dph:</b>	<input type="text" value="4"/> <b>Site capacity at 20 dph:</b>	<input type="text" value="3"/> <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input type="text" value="Yes"/>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input type="text" value="Yes"/>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs likely to be very low (although flood mitigation costs are likely). There are no known issues of principle to prevent the site's immediate development (assumed to begin in year 8, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		4	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input type="text" value="Yes"/>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets &amp; its development would not harm the character and appearance of the area (although particular care would need to be taken to ensure a satisfactory relationship to existing neighbouring dwellings).</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is relatively accessible to the town's existing services and facilities, &amp; is located within the existing built-up area.</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, it has no intrinsic amenity value, it is not agricultural land, &amp; much of it is previously developed land.</p> <p>TRANSPORT - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fis020</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the east of Woodthorpe Avenue, Boston								
<b>Site area (Hectares)</b>	0.6	<b>Site capacity at 30 dph:</b>	18	<b>Site capacity at 25 dph:</b>	15	<b>Site capacity at 20 dph:</b>	12	<b>Site capacity from planning permissions:</b>	17
<b>Availability</b>	<b>Is the site available?</b>				Yes				
<b>Explanation</b>	B/05/0438 - permission for the construction of 37 dwellings. 17 dwellings outstanding.								
<b>Achievability</b>	<b>Is the site achievable?</b>				Yes				
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely. Planning permission is outstanding, and it is likely that the site will soon be completed (assumed to be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>				<b>Delivered in yrs 6-10:</b>		17		
	<b>Delivered in yrs 11-15:</b>				<b>Delivered in yrs 16-20:</b>				
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>				Yes				
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets &amp; its development would not harm the character and appearance of the area.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is relatively accessible to the town's existing services and facilities, &amp; is located within the existing built-up area.</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, it has no intrinsic amenity value, it is not agricultural land, &amp; is previously developed land.</p> <p>TRANSPORT - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Fis021</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Rochford Tower Lane, Boston			
<b>Site area (Hectares)</b>	1.02 <b>Site capacity at 30 dph:</b>	31 <b>Site capacity at 25 dph:</b>	26 <b>Site capacity at 20 dph:</b>	20 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		24	
	<b>Delivered in yrs 11-15:</b>		7	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - it is isolated from the town &amp; its development would be unrelated to any existing settlement, creating an incongruous group of dwellings in the countryside.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - although it will not create or exacerbate traffic problems, &amp; services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fis023</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south and east of Toot Lane and east of Whitehouse Lane, Boston			
<b>Site area (Hectares)</b>	47.9 <b>Site capacity at 30 dph:</b>	1437 <b>Site capacity at 25 dph:</b>	1198 <b>Site capacity at 20 dph:</b>	958 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are acting together.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 400 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 500			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston. ENVIRONMENTAL IMPACTS - it will not have adverse impacts on heritage assets, but may impact upon natural assets (it may be linked to the Wash SPA, in that Pink Footed Geese have been known to forage in this location). It will impact on the character &amp; appearance of the area. Its eastern and southern boundaries do not coincide with strong, 'natural' features, &amp; its relationship with the existing town would be poor unless the land to its north-west (site Fis033) had already been developed. Although development on this scale offers opportunities to mitigate environmental impacts, other options for major urban extensions are preferable.</p> <p>INFRASTRUCTURE - it will not lead to the loss of infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates.</p> <p>LOCATION - it is accessible to existing services &amp; facilities, &amp; is adjacent to the built-up area.</p> <p>SITE CHARACTERISTICS - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p>TRANSPORT - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site does not have the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that access should be achievable onto both Toot Lane &amp; White House Lane, &amp; it is suggested that these roads are linked together to provide connectivity &amp; alternative routes for travel. A Transport Assessment of the capacity of the local highway network is required.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (21-25)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all <input checked="" type="checkbox"/>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	

<b>Reference</b>	<b>Fis024</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south and east of Toot Lane and east of Whitehouse Lane, Boston			
<b>Site area (Hectares)</b>	35.52 <b>Site capacity at 30 dph:</b>	1066 <b>Site capacity at 25 dph:</b>	888 <b>Site capacity at 20 dph:</b>	710 <b>Site capacity from planning permissions:</b> <input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are acting together.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed before year 25).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 400 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 166			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, it will have major impacts upon the character and appearance of the area. Its eastern and southern boundaries are arbitrary or do not coincide with strong, 'natural' features, &amp; its relationship with the existing town would be poor unless the land to its north-west (site Fis033) had already been developed. Although development on this scale offers opportunities to mitigate environmental impacts, other options for major urban extensions are preferable.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 1 agricultural land &amp; it is not previously developed.</p> <p><b>TRANSPORT</b> - Services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site does not have the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Furthermore, its scale means that it may create or exacerbate traffic problems, but development on this scale is likely to be capable of mitigating any such problems.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (21-25)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 <b>Zone 3a</b> Zone 3b	No hazard Low hazard Danger for some Danger for most <b>Danger for all</b>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m <b>1.0m to 2.0m</b> >2.0m	



<b>Reference</b>	<b>Fis025</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south and east of Toot Lane, Boston			
<b>Site area (Hectares)</b>	21.21 <b>Site capacity at 30 dph:</b>	636 <b>Site capacity at 25 dph:</b>	530 <b>Site capacity at 20 dph:</b>	424 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are acting together.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 25).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 250 <b>Delivered in yrs 21-25:</b> 86			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on heritage assets, but may impact upon natural assets (it may be linked to the Wash SPA, in that Pink Footed Geese have been known to frage in this location). It will have major impacts upon the character and appearance of the area - its arbitrary southern and eastern boundaries are a particular concern in this respect. However, development on this scale also offers opportunities to mitigate such impacts effectively and, provided that land to its north-west was developed first, it is well-related to the town's built form.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 1 agricultural land &amp; it is not previously developed.</p> <p><b>TRANSPORT</b> - Services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site does not have the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Furthermore, its scale means that it may create or exacerbate traffic problems, but development on this scale is likely to be capable of mitigating any such problems.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (21-25)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all <input checked="" type="checkbox"/>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	

<b>Reference</b>	<b>Fis031</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the east of Toot Lane, Boston			
<b>Site area (Hectares)</b>	3.21 <b>Site capacity at 30 dph:</b>	96 <b>Site capacity at 25 dph:</b>	80 <b>Site capacity at 20 dph:</b>	64 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Two owners, but they are working together.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 46 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets &amp; its development will not harm the character and appearance of the area. Provided that land to the west of Toot Lane is developed first, it is well-related to the town's built form.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fis033</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the west of Toot Lane, Boston								
<b>Site area (Hectares)</b>	7.39	<b>Site capacity at 30 dph:</b>	222	<b>Site capacity at 25 dph:</b>	185	<b>Site capacity at 20 dph:</b>	148	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<input checked="" type="checkbox"/> Yes						
<b>Explanation</b>	The site is in 2 separate ownerships, and both owners have indicated that their land is available for development.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<input checked="" type="checkbox"/> Yes						
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (flood mitigation and education costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed, although commencement may be delayed by the need to improve the foul sewerage and water supply networks. Development is assumed to begin in year 10, and be completed before year 20.								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		25						
	<b>Delivered in yrs 11-15:</b>		125						
	<b>Delivered in yrs 16-20:</b>		74						
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<input checked="" type="checkbox"/> Yes						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character and appearance of the area - land to the north and west of Toot Lane does not have an open countryside character, and development would not appear as an extension into countryside. Planning permission is outstanding for the residential development of land to the north and south-west.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site does not have the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that the site's development will not create or exacerbate traffic problems.</p> <p>Despite the issues with infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (16-20)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Fis038</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Church Green Road, Boston			
<b>Site area (Hectares)</b>	1.76 <b>Site capacity at 30 dph:</b>	53 <b>Site capacity at 25 dph:</b>	44 <b>Site capacity at 20 dph:</b>	35 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up/infrastructure costs are also likely to be moderate (flood mitigation & education costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 3 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on heritage assets &amp; its development will not harm the character and appearance of the area - the site is surrounded on two sides by the town's built-up area, and its development would have little impact. Although it may impact upon natural assets (it may be linked to the Wash SPA, in that Pink Footed Geese have been known to forage in this location), its small size means that these impacts are unlikely to be severe. Nonetheless, mitigation measures may be required.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, but it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that a development of 53 dwellings may be suitably accessed, although the footway on the west side of Church Green Rd would need to be extended across the frontage of some existing dwellings to provide a continuous route for pedestrians.</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fis039</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Church Green Road, Boston			
<b>Site area (Hectares)</b>	1.41 <b>Site capacity at 30 dph:</b>	42 <b>Site capacity at 25 dph:</b>	35 <b>Site capacity at 20 dph:</b>	28 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		24	
	<b>Delivered in yrs 11-15:</b>		18	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	No		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development will harm the character and appearance of the area - it would extend the town's built-up area into a visually prominent area of open countryside, whereas alternative sites can consolidate the built-up area with lesser impacts. Furthermore, its development would reduce the physical separation of Boston &amp; Fishtoft.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fis045</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Priory Road and east of Church Green Road, Boston			
<b>Site area (Hectares)</b>	29.07 <b>Site capacity at 30 dph:</b>	872 <b>Site capacity at 25 dph:</b>	727 <b>Site capacity at 20 dph:</b>	581 <b>Site capacity from planning permissions:</b> <input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed after year 25).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 250 <b>Delivered in yrs 21-25:</b> 250			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development would have harmful effects upon the character and appearance of the area - the land relates poorly to the town, is highly visible and has an open countryside character. Furthermore, the site's development would erode the physical separation of Boston and Freiston.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site does not have the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Furthermore, its scale means that it may create or exacerbate traffic problems, but development on this scale is likely to be capable of mitigating any such problems.</p> <p>Unsuitable, due to adverse environmental impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Fis047</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>
<b>Address</b>	Land to the west of Wythes Lane, Boston			
<b>Site area (Hectares)</b>	3.07 <b>Site capacity at 30 dph:</b>	92 <b>Site capacity at 25 dph:</b>	77 <b>Site capacity at 20 dph:</b>	61 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 42 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input type="checkbox"/> No		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - the site is isolated from the existing town and its development would be unrelated to any existing settlement. Development would have a major and adverse impact upon the countryside character of the site's surroundings.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively inaccessible to the town's existing services and facilities, &amp; is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses, the southern parts of the site have considerable amenity value, the site is best and most versatile agricultural land, &amp; it is not previously developed land.</p> <p><b>TRANSPORT</b> - it is unlikely to create or exacerbate traffic problems. However, services &amp; facilities are not accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fra007</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Frampton Bank, Frampton			
<b>Site area (Hectares)</b>	2.48 <b>Site capacity at 30 dph:</b>	74 <b>Site capacity at 25 dph:</b>	62 <b>Site capacity at 20 dph:</b>	50 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be relatively low, although flood mitigation costs are likely. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 24 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - the site is isolated from the existing town and its development would be unrelated to any existing settlement. Development would create an isolated and incongruous group of dwellings in the countryside.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is not accessible to the town's existing services and facilities, &amp; is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has no intrinsic amenity value, the vast majority of the site is Grade 1 agricultural land &amp; it is not previously developed land.</p> <p><b>TRANSPORT</b> - although it will not create or exacerbate traffic problems, services &amp; facilities are not accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental &amp; transport impacts, &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fra008</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Spotfield Lane, Frampton			
<b>Site area (Hectares)</b>	0.39 <b>Site capacity at 30 dph:</b>	12 <b>Site capacity at 25 dph:</b>	10 <b>Site capacity at 20 dph:</b>	8 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be very low, although flood mitigation costs are likely. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 12 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - development in this location would be unrelated to the existing settlement, and would intensify an existing isolated group of dwellings in the countryside.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is not accessible to the town's existing services and facilities, &amp; is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, it has no intrinsic amenity value &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - although it will not create or exacerbate traffic problems, services &amp; facilities are not accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental &amp; transport impacts, &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fra014</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the east of London Road, Boston			
<b>Site area (Hectares)</b>	5.55 <b>Site capacity at 30 dph:</b>	166 <b>Site capacity at 25 dph:</b>	139 <b>Site capacity at 20 dph:</b>	111 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		50	
	<b>Delivered in yrs 11-15:</b>		116	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - development in this location would be unrelated to the existing settlement, would appear visually incongruous, &amp; would significantly encroach into the 1.5km of open countryside which separates Boston from Kirton.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is less accessible to most of the town's existing services and facilities, &amp; is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, much of the site is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - although it will not create or exacerbate traffic problems &amp; services &amp; facilities are potentially accessible by bicycle &amp; public transport, few services &amp; facilities would be accessible on foot, &amp; it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental &amp; transport impacts, &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fra015</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the west of London Road, Boston								
<b>Site area (Hectares)</b>	11.35	<b>Site capacity at 30 dph:</b>	340	<b>Site capacity at 25 dph:</b>	284	<b>Site capacity at 20 dph:</b>	227	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Moderate achievability. Values are relatively high, but opening-up infrastructure costs are also likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 40 <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="text" value="No"/>								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - development in this location would appear poorly related to the existing settlement, &amp; would significantly encroach into the 1.5km of open countryside which separates Boston from Kirton.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is located adjacent to the town's built-up area, it is less accessible to most of the town's existing services and facilities.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, the site is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - although it will not create or exacerbate traffic problems, &amp; services &amp; facilities are potentially accessible by bicycle &amp; public transport, few services &amp; facilities would be accessible on foot, &amp; it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental &amp; transport impacts, &amp; poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1	No hazard	No Depth	Zone 2	Low hazard	0m to 0.25m	Zone 3a	Danger for some	0.25m to 0.50m
	Zone3b	Danger for most	0.50m to 1.0m		Danger for all	1.0m to 2.0m			>2.0m

<b>Reference</b>	<b>Fra017</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the east of London Road, Frampton			
<b>Site area (Hectares)</b>	1.54 <b>Site capacity at 30 dph:</b>	46 <b>Site capacity at 25 dph:</b>	38 <b>Site capacity at 20 dph:</b>	31 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 22 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - it is a visually exposed site &amp; its development would create an isolated &amp; incongruous group of dwellings in the countryside. Furthermore, its development would reduce the physical separation of Boston &amp; Kirton.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is less accessible to most of the town's existing services and facilities, &amp; is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - although it will not create or exacerbate traffic problems, &amp; services &amp; facilities are potentially accessible by bicycle &amp; public transport, few services &amp; facilities would be accessible on foot, &amp; it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental &amp; transport impacts, &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Fra020</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the south of Swineshead Road, Boston								
<b>Site area (Hectares)</b>	0.34	<b>Site capacity at 30 dph:</b>	10	<b>Site capacity at 25 dph:</b>	8	<b>Site capacity at 20 dph:</b>	7	<b>Site capacity from planning permissions:</b>	2
<b>Availability</b>	<b>Is the site available?</b>		<input checked="" type="checkbox"/> Yes						
<b>Explanation</b>	B/07/0282 - permission for 8 dwellings in total. 2 remaining.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<input checked="" type="checkbox"/> Yes						
<b>Explanation</b>	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be low, although flood mitigation costs are likely. Planning permission is outstanding, and it is likely that the site will soon be completed (assumed to be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		2						
	<b>Delivered in yrs 11-15:</b>								
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<input checked="" type="checkbox"/> Yes						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets &amp; its development would not harm the character and appearance of the area.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is relatively accessible to the town's existing services and facilities, &amp; is located within the existing built-up area.</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, it has no intrinsic amenity value, it is not agricultural land, &amp; is previously developed land.</p> <p>TRANSPORT - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Fra021</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Fen Road, Boston			
<b>Site area (Hectares)</b>	9.03 <b>Site capacity at 30 dph:</b>	271 <b>Site capacity at 25 dph:</b>	226 <b>Site capacity at 20 dph:</b>	181 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively high, but opening-up infrastructure costs are also likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		50	
	<b>Delivered in yrs 11-15:</b>		221	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - it would be poorly related to the area's existing built form, &amp; would extend development to the western side of Fen Road, where development is currently only very scattered, &amp; which currently has a countryside character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, the majority of the site is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fra022</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the east of Fen Road, Boston			
<b>Site area (Hectares)</b>	4.47 <b>Site capacity at 30 dph:</b>	134 <b>Site capacity at 25 dph:</b>	112 <b>Site capacity at 20 dph:</b>	89 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Owner indicates that the site will not be available before 2016.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively high, but opening-up infrastructure costs are also likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 84 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - it would be poorly related to the town's built-up area, and would create an isolated group of dwellings in the countryside.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, the site is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Fra025</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>					
<b>Address</b>	Land to the east of Fen Road, Boston								
<b>Site area (Hectares)</b>	0.85	<b>Site capacity at 30 dph:</b>	26	<b>Site capacity at 25 dph:</b>	21	<b>Site capacity at 20 dph:</b>	17	<b>Site capacity from planning permissions:</b>	9
<b>Availability</b>	<b>Is the site available?</b>				<b>Yes</b>				
<b>Explanation</b>	Full planning permission (ref. B/15/0121) is outstanding for the construction of 9 dwellings.								
<b>Achievability</b>	<b>Is the site achievable?</b>				<b>Yes</b>				
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). Planning permission is outstanding for the site's development, and there is a reasonable prospect that development will soon begin (assumed to begin in year 6, and be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>				<b>Delivered in yrs 6-10:</b>		9		
	<b>Delivered in yrs 11-15:</b>				<b>Delivered in yrs 16-20:</b>				
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>				<b>Yes</b>				
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets &amp; its development would not harm the character and appearance of the area.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, it has no intrinsic amenity value, and is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Fra026</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>
<b>Address</b>	Land to the west of Fen Road, Boston			
<b>Site area (Hectares)</b>	1.28 <b>Site capacity at 30 dph:</b>	38 <b>Site capacity at 25 dph:</b>	32 <b>Site capacity at 20 dph:</b>	26 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 2 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development would have adverse impacts upon the character and appearance of the area - the site is unrelated to the existing settlement and it is visually exposed, &amp; its development would create an isolated and incongruous group of dwellings in the countryside.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively inaccessible to any existing services and facilities, &amp; is not located within or adjacent to any existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value and there are no nearby 'bad neighbour' uses, it is best and most versatile agricultural land and is not previously developed.</p> <p><b>TRANSPORT</b> - it is unlikely to create or exacerbate traffic problems, and services &amp; facilities are potentially accessible by bicycle or by public transport, although they are unlikely to be accessed on foot.</p> <p>Unsuitable, due to conflict with the emerging Plan's locational strategy, adverse environmental impacts, and poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Hol004</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Punchbowl Lane, Holland Fen								
<b>Site area (Hectares)</b>	0.19	<b>Site capacity at 30 dph:</b>	6	<b>Site capacity at 25 dph:</b>	5	<b>Site capacity at 20 dph:</b>	4	<b>Site capacity from planning permissions:</b>	
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low, although flood mitigation costs are likely. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>					<b>Delivered in yrs 6-10:</b>		6	
	<b>Delivered in yrs 11-15:</b>					<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - the site is isolated from any existing built-up area, and development in this location would be unrelated to any existing settlement. As such it would intensify an existing group of dwellings in the countryside, to the detriment of the area's character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is not accessible to the town's existing services &amp; facilities, &amp; is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, the site is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - although it will not create or exacerbate traffic problems, services &amp; facilities are not accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental &amp; transport impacts &amp; poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			



<b>Reference</b>	<b>Nor001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Pilley's Lane, Boston								
<b>Site area (Hectares)</b>	1.87	<b>Site capacity at 30 dph:</b>	56	<b>Site capacity at 25 dph:</b>	47	<b>Site capacity at 20 dph:</b>	37	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 6 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="text" value="No"/>								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - the site is isolated from the main built-up area of the town, &amp; would create a form of development at odds with the predominant local form..</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services &amp; facilities, it is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, the site is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - it will not create or exacerbate traffic problems, services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						

<b>Reference</b>	Nor002	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Red Cap Lane, Boston								
<b>Site area (Hectares)</b>	0.11	<b>Site capacity at 30 dph:</b>	3	<b>Site capacity at 25 dph:</b>	3	<b>Site capacity at 20 dph:</b>	2	<b>Site capacity from planning permissions:</b>	
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 3 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - the site's development would harm the character and appearance of the area - in this location, the town's built-up area is confined to the southern side of Red Cap Lane, and the development of this site would breach this strong, 'natural stop' to the town's growth, and would intensify existing scattered development in an area with a countryside character. It is located within 20m of a Local Wildlife Site and a Park/Garden of Special Historic Interest located on the southern side of the Lane. Its development is considered unlikely to have significant adverse impacts upon the natural asset, but may undermine the setting of the heritage asset.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services &amp; facilities, &amp; is located adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, it has little intrinsic amenity value &amp; the site is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - it will not create or exacerbate traffic problems, services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>Nor003</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the east of Willoughby Road, Boston			
<b>Site area (Hectares)</b>	7.51 <b>Site capacity at 30 dph:</b>	225 <b>Site capacity at 25 dph:</b>	188 <b>Site capacity at 20 dph:</b>	150 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are working together.			
<b>Achievability</b>	<b>Is the site achievable?</b>	Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 125 <b>Delivered in yrs 16-20:</b> 50 <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	No		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - although the site is largely screened from public view (distant views are available from the east), it relates poorly to the local built form and to the town's built-up area generally.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services &amp; facilities, &amp; is located adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, the site is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - it will not create or exacerbate traffic problems, services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Nor004</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Rawsons Lane, Boston			
<b>Site area (Hectares)</b>	7.11 <b>Site capacity at 30 dph:</b>	213 <b>Site capacity at 25 dph:</b>	178 <b>Site capacity at 20 dph:</b>	142 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 125 <b>Delivered in yrs 16-20:</b> 38 <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - it is unrelated to the existing settlement, and would appear incongruous and visually intrusive in an area of countryside character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services &amp; facilities, it is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, the site is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - it will not create or exacerbate traffic problems, services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Nor005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Rawsons Lane, Boston			
<b>Site area (Hectares)</b>	12.38 <b>Site capacity at 30 dph:</b>	371 <b>Site capacity at 25 dph:</b>	310 <b>Site capacity at 20 dph:</b>	248 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 71 <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, the site's development would harm the character and appearance of the area - it is unrelated to the existing settlement, and would appear incongruous and visually intrusive in an area of countryside character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services &amp; facilities, it is not located within or adjacent to the town's built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, the site is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - although it will not create or exacerbate traffic problems, &amp; services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Nor006</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Horncastle Road, Boston			
<b>Site area (Hectares)</b>	2.38 <b>Site capacity at 30 dph:</b>	71 <b>Site capacity at 25 dph:</b>	60 <b>Site capacity at 20 dph:</b>	48 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up/infrastructure costs are also likely to be moderate (flood mitigation & education costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 21 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	<p>In scale with the 6,111 dwellings sought to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area - it is largely enclosed by the town's built-up area, and few public views are available. Though it is located within 60m of a LWS, it is unlikely to have an adverse impact on this natural asset. It does not have a direct boundary with the cemetery, which is a registered historic garden site. There are no glimpses or views of the Cemetery from Red Cap Lane, &amp; the site's development is very unlikely to have any effect on its arcadian setting. Development at the s. End of the site should be largely single storey to relate to the properties on Red Cap Lane. In terms of its mitigation, the site should be surrounded by a traditional evergreen hedge such as green privet or hornbeam to help it to blend in to the background (not leylandii).</p> <p><b>INFRASTRUCTURE</b> - will not lead to the loss of, nor place undue burdens on, infrastructure.</p> <p><b>LOCATION</b> - accessible to the town's existing services, &amp; located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has little intrinsic amenity value, there are no nearby 'bad neighbour' uses &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that the access appears adequate in width, &amp; visibility is acceptable in both directions (although embankment works &amp; relationship to an existing tree/street light would require care).</p> <p>Despite the issue with environmental impacts &amp; site characteristics, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	Nor007	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b>	<input type="checkbox"/>
<b>Address</b>	Land to the north of Red Cap Lane, Boston				
<b>Site area (Hectares)</b>	2.66	<b>Site capacity at 30 dph:</b>	80	<b>Site capacity at 25 dph:</b>	66
		<b>Site capacity at 20 dph:</b>	53	<b>Site capacity from planning permissions:</b>	<input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b>				
	Yes				
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.				
<b>Achievability</b>	<b>Is the site achievable?</b>				
	Yes				
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).				
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 30 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>				
<b>Suitability</b>	<b>Is the site suitable?</b>				
	No				
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development would have harmful effects upon the character of the area - the site has a poor relationship with the existing built-up area, and would appear visually exposed and incongruous, particularly when viewed from the north and east.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services &amp; facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - it will not create or exacerbate traffic problems, services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>				
<b>Classification</b>	<b>Undevelopable</b>				
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m		



<b>Reference</b>	Nor008	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b>	<input type="checkbox"/>
<b>Address</b>	Land to the south of Rawsons Lane, Boston				
<b>Site area (Hectares)</b>	5.91	<b>Site capacity at 30 dph:</b>	177	<b>Site capacity at 25 dph:</b>	148
		<b>Site capacity at 20 dph:</b>	118	<b>Site capacity from planning permissions:</b>	<input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b>				
	No				
<b>Explanation</b>	The owners are not identified and their intentions for the land are unknown.				
<b>Achievability</b>	<b>Is the site achievable?</b>				
	Yes				
<b>Explanation</b>	Moderate achievability. Values are moderate but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20).				
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 125 <b>Delivered in yrs 16-20:</b> 2 <b>Delivered in yrs 21-25:</b>				
<b>Suitability</b>	<b>Is the site suitable?</b>				
	No				
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on heritage assets, its development would have harmful effects upon the character of the area (it is unrelated to the existing settlement, and would appear incongruous and visually intrusive in an area of countryside character) &amp; would be likely to have adverse impacts on natural assets - trees protected by the Fishtoft No. 2 and No. 7 Tree Preservation Orders.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services &amp; facilities, it is not located within or adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses. However, it is Grade 1 agricultural land, is not previously developed land, &amp; has considerable amenity value.</p> <p><b>TRANSPORT</b> - it will not create or exacerbate traffic problems, services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, poor location &amp; site characteristics.</p>				
<b>Classification</b>	<b>Undevelopable</b>				
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m		

<b>Reference</b>	Nor009	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b>	<input type="checkbox"/>
<b>Address</b>	Land to the north of Wainfleet Road, Boston				
<b>Site area (Hectares)</b>	0.78	<b>Site capacity at 30 dph:</b>	23	<b>Site capacity at 25 dph:</b>	20
		<b>Site capacity at 20 dph:</b>	16	<b>Site capacity from planning permissions:</b>	<input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b>				
	Yes				
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.				
<b>Achievability</b>	<b>Is the site achievable?</b>				
	Yes				
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 10).				
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 23 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>				
<b>Suitability</b>	<b>Is the site suitable?</b>				
	No				
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although the site's development could potentially have adverse impacts on heritage assets (nearby listed buildings), it is likely that these effects could be avoided with careful design and layout. However, the site's development would have harmful effects upon the character of the area - in this location, the town's built-up area is confined to the western side of Sibsey Road and southern side of Wainfleet Road, and development on this site would appear as an intrusion into an area with a countryside character. There is also the potential for development to have adverse impacts on natural assets - trees protected by the Boston Tree Preservation Order No. 38.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services &amp; facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site is adjacent to the A52 &amp; A16 roads, and their proximity may impact on the amenities that would be enjoyed by new dwellings on the site. It is Grade 1 agricultural land, is not previously developed land, &amp; has considerable amenity value.</p> <p><b>TRANSPORT</b> - although it will not create or exacerbate traffic problems, &amp; services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; site characteristics.</p>				
<b>Classification</b>	<b>Undevelopable</b>				
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m		

<b>Reference</b>	<b>Nor010</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Red Cap Lane, Boston								
<b>Site area (Hectares)</b>	5.07	<b>Site capacity at 30 dph:</b>	152	<b>Site capacity at 25 dph:</b>	127	<b>Site capacity at 20 dph:</b>	101	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 102 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="text" value="No"/>								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development 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 a countryside character.) It is located within 20m of a Local Wildlife Site and a Park/Garden of Special Historic Interest located on the southern side of the Lane. Its development is considered unlikely to have significant adverse impacts upon the natural asset, but may undermine the setting of the heritage asset.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services &amp; facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - it will not create or exacerbate traffic problems, services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1	No hazard	No Depth	Zone 2	Low hazard	0m to 0.25m	Zone 3a	Danger for some	0.25m to 0.50m
	Zone3b	Danger for most	0.50m to 1.0m		Danger for all	1.0m to 2.0m			>2.0m

<b>Reference</b>	<b>Nor011</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Red Cap Lane, Boston								
<b>Site area (Hectares)</b>	13.48	<b>Site capacity at 30 dph:</b>	404	<b>Site capacity at 25 dph:</b>	337	<b>Site capacity at 20 dph:</b>	270	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 104 <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="text" value="No"/>								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development 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 a countryside character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services &amp; facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; there are no nearby 'bad neighbour' uses, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - it will not create or exacerbate traffic problems, services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1	No hazard	No Depth	Zone 2	Low hazard	0m to 0.25m	Zone 3a	Danger for some	0.25m to 0.50m
	Zone3b	Danger for most	0.50m to 1.0m		Danger for all	1.0m to 2.0m			>2.0m

<b>Reference</b>	<b>Nor012</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land bounded by Willoughby Road, Pilley Lane, and Sibsey Road, Boston			
<b>Site area (Hectares)</b>	58.07 <b>Site capacity at 30 dph:</b>	1742 <b>Site capacity at 25 dph:</b>	1452 <b>Site capacity at 20 dph:</b>	#### <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The site appears to be in six separate ownerships and the owners' intentions for the land are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 400 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 500			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural assets. It would inevitably have major impacts upon the character of the area &amp; may also have impacts on heritage assets at its n.e. Corner. However, it is largely surrounded by the town's built-up area, &amp; development on this scale offers opportunities to mitigate impacts effectively. Compared to other options for major urban extensions, this site is very well located in relation to the built-up area and its impacts would therefore be relatively limited.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of infrastructure, &amp; development on this scale should be capable of mitigating any infrastructure capacity issues it creates or exacerbates.</p> <p><b>LOCATION</b> - it is accessible to existing services, &amp; is located adjacent to the built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has little intrinsic amenity value, but is Grade 1 agricultural land &amp; it is not previously developed. The A16 may impact on amenities, but development on this scale offers opportunities to mitigate such impacts.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that only modest development could be served from Willoughby Rd &amp; a roundabout would be required off the A16 (which may impact on the dwellings opposite). Pedestrian access would involve walking alongside the busy A16 for some distance. A Transport Assessment of the capacity of the local highway network is required.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Nor013</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b>	<input type="checkbox"/>
<b>Address</b>	Land bounded by Sibsey Rd, Wainfleet Rd, Willoughby Hills Rd & Cowbridge Drain, Boston				
<b>Site area (Hectares)</b>	##### <b>Site capacity at 30 dph:</b>	3339	<b>Site capacity at 25 dph:</b>	2783	<b>Site capacity at 20 dph:</b> ##### <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>			
<b>Explanation</b>	The site appears to be in six separate ownerships, and the owners' intentions for the land are unknown.				
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>			
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25).				
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>				
	<b>Delivered in yrs 6-10:</b>				
	<b>Delivered in yrs 11-15:</b>			400	
	<b>Delivered in yrs 16-20:</b>			500	
	<b>Delivered in yrs 21-25:</b>			500	
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston, but would potentially deliver nearly 50% of these requirements, &amp; problems with delivery would impact on meeting needs.</p> <p>ENVIRONMENTAL IMPACTS - it will not have impacts on natural assets. It may have impacts on heritage assets to its w. S. &amp; n.e., but its scale offers opportunities to mitigate such impacts. Inevitably, the development of such a large site would have major impacts upon the character of the area &amp;, although its scale also offers opportunities to mitigate such impacts, this site does not relate as well to the town as other major sites, &amp; other options are preferable.</p> <p>INFRASTRUCTURE - it will not lead to the loss of infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates.</p> <p>LOCATION - it is accessible to the town's services, &amp; is located adjacent to the built-up area.</p> <p>SITE CHARACTERISTICS - southern parts of the site have amenity value, it is Grade 1 agricultural land &amp; it is not previously developed. The A16 &amp; A52 may impact on amenities, but development on this scale offers opportunities to mitigate such impacts.</p> <p>TRANSPORT - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that access off Burton Corner is unlikely to be acceptable &amp; a new roundabout off either the A16 or A52 would be likely to be needed. A Transport Assessment of the capacity of the local highway network is required.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>				
<b>Classification</b>	<b>Undevelopable</b>				
<b>Flood risk</b>	Zone 1	No hazard	No Depth		
	Zone 2	Low hazard	0m to 0.25m		
	Zone 3a	Danger for some	0.25m to 0.50m		
	Zone 3b	Danger for most	0.50m to 1.0m		
		Danger for all	1.0m to 2.0m		
			>2.0m		

<b>Reference</b>	<b>Nor014</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land bounded by Rawsons Ln, Horncastle Rd, Red Cap Ln, Green Ln, & Tattershall Rd, Boston			
<b>Site area (Hectares)</b>	62.63 <b>Site capacity at 30 dph:</b>	1879 <b>Site capacity at 25 dph:</b>	1566 <b>Site capacity at 20 dph:</b>	#### <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	No		
<b>Explanation</b>	The site appears to be in four separate ownerships and the intentions of two owners for their land are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 400 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 500			
<b>Suitability</b>	<b>Is the site suitable?</b>	Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - It is located within 20m of a Local Wildlife Site and a Park/Garden of Special Historic Interest located on the southern side of the Lane. Its development is considered unlikely to have significant adverse impacts upon the natural asset. It is likely to have impacts on the heritage asset, but development on this scale may offer opportunities to mitigate such impacts effectively. It relates well to the built-up area &amp; its boundaries are defined by strong features, but it will inevitably have major impacts upon the character of the area. However, development on this scale also offers opportunities to mitigate such impacts.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates.</p> <p><b>LOCATION</b> - it is accessible to existing services, &amp; is located adjacent to the built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has little intrinsic amenity value, but it is Grade 1 agricultural land &amp; it is not previously developed. The railway line may impact on amenities, but development on this scale offers opportunities to mitigate such impacts.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The HA indicates that the Sluice Bridge junction may not be able to accommodate the traffic travelling s. Along Tattershall Rd. Extensive works would be needed to Green Ln, Tattershall Rd, Redcap Ln &amp; Rawsons Ln to make them suitable to provide access. A TA of the capacity of the local highway network is required.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Nor015</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the south of Tattershall Road, Boston								
<b>Site area (Hectares)</b>	11.61	<b>Site capacity at 30 dph:</b>	348	<b>Site capacity at 25 dph:</b>	290	<b>Site capacity at 20 dph:</b>	232	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively high (potentially including site clearance, decontamination, & flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		50						
	<b>Delivered in yrs 11-15:</b>		250						
	<b>Delivered in yrs 16-20:</b>		48						
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although there is the potential for the site's development to have adverse impacts on heritage assets (a neighbouring listed building), it is likely that these impacts could be acceptably mitigated by sensitive design and layout. However, it would have adverse impacts on natural assets - western parts of the site are identified as a Local Wildlife Site, and its development would be likely to have adverse impacts on this Site. Its development would also have harmful effects upon the character of the area (it is unrelated to the existing settlement, and would appear incongruous and visually intrusive in an area of countryside character).</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is not accessible to the town's existing services and facilities, &amp; is not located within or adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - There are no nearby 'bad neighbour' uses, the site has no intrinsic amenity value, is not agricultural land, &amp; is previously developed, However, the land is likely to have been contaminated by its former railway use.</p> <p><b>TRANSPORT</b> - it will not create or exacerbate traffic problems, services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, and poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		<b>No hazard</b>			<b>No Depth</b>			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Nor017</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the rear of 41 Linden Way, Boston			
<b>Site area (Hectares)</b>	0.46 <b>Site capacity at 30 dph:</b>	14 <b>Site capacity at 25 dph:</b>	12 <b>Site capacity at 20 dph:</b>	9 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>			
<b>Explanation</b>	Full planning permission (reference B/13/0215) is outstanding for the construction of 6 dwellings.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>			
<b>Explanation</b>	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be low, although flood mitigation costs are likely. Planning permission is outstanding and the site's development is likely to be soon completed (assumed to begin in year 6, and to be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 6 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets &amp; its development would not harm the character and appearance of the area.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located within the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, it has no intrinsic amenity value, and it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Pil001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the east of South End, Boston								
<b>Site area (Hectares)</b>	0.13	<b>Site capacity at 30 dph:</b>	4	<b>Site capacity at 25 dph:</b>	3	<b>Site capacity at 20 dph:</b>	3	<b>Site capacity from planning permissions:</b>	7
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Although there is no planning permission, the site is allocated for residential development and there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are also likely to be low (although flood mitigation costs are likely). The site is allocated for development, there are no known issues of principle to prevent the site's immediate development (assumed to begin in year 6, and be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 5 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural assets &amp; its redevelopment would have no harmful effects upon the character of the area, the site's development could have adverse impacts on heritage assets (the Boston Conservation Area and nearby listed buildings). However, any such impacts could be prevented by careful design.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has no amenity value, is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with environmental impacts &amp; transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>Pil002</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the south of Main Ridge East, Boston								
<b>Site area (Hectares)</b>	0.32	<b>Site capacity at 30 dph:</b>	10	<b>Site capacity at 25 dph:</b>	8	<b>Site capacity at 20 dph:</b>	6	<b>Site capacity from planning permissions:</b>	13
<b>Availability</b>	<b>Is the site available?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>								
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are likely to be relatively high (site clearance, decontamination, education & flood mitigation costs). Nonetheless, there are no known issues of principle to prevent the site's immediate development (assumed to begin in year 8, and be completed before year 15).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 9 <b>Delivered in yrs 11-15:</b> 4 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has no amenity value, is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (11-15)</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone3b	No hazard Low hazard Danger for some Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m <input checked="" type="checkbox"/> 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>Pil003</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of South Square, Boston			
<b>Site area (Hectares)</b>	0.25 <b>Site capacity at 30 dph:</b>	8 <b>Site capacity at 25 dph:</b>	6 <b>Site capacity at 20 dph:</b>	5 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The site appears to be in three separate ownerships and, although the site has long been identified as one with potential for redevelopment, its owners have not sought to bring it forward for development. The owners' future intentions are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are likely to be high (including flood mitigation costs and higher construction costs as a consequence of its proximity to the river wall). There are no known issues of principle to prevent the site's immediate development (assumed to begin in year 6, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		13	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural assets &amp; its redevelopment would have no harmful effects upon the character of the area, the site's development could have adverse impacts on heritage assets (the Boston Conservation Area and nearby listed buildings). However, any such impacts could be prevented by careful design.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has no amenity value, is not agricultural land &amp; is previously developed, it is adjacent to the A52/A16 road, and its proximity may impact on the amenities that would be enjoyed by new dwellings on the site.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with environmental impacts, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1	<b>No hazard</b>	<b>No Depth</b>	
	Zone 2	Low hazard	0m to 0.25m	
	Zone 3a	Danger for some	0.25m to 0.50m	
	Zone 3b	Danger for most	0.50m to 1.0m	
		Danger for all	1.0m to 2.0m	
			>2.0m	

<b>Reference</b>	<b>PiI005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Main Ridge East, Boston								
<b>Site area (Hectares)</b>	0.25	<b>Site capacity at 30 dph:</b>	8	<b>Site capacity at 25 dph:</b>	6	<b>Site capacity at 20 dph:</b>	5	<b>Site capacity from planning permissions:</b>	14
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Although there is no planning permission, the site is allocated for residential development and there are no known legal or ownership problems. Planning permission (B/09/0074) for residential development (maximum of 14 dwellings) has previously been granted.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are also likely to be moderate (including site clearance and flood mitigation costs). Planning permission has previously been granted and there are no known issues of principle to prevent the site's immediate development (assumed to begin in year 6, and be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 14 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, the site has no amenity value, is not agricultural land &amp; is previously developed.</p> <p>TRANSPORT - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>PiI006</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Boston Delivery Office, South End, Boston								
<b>Site area (Hectares)</b>	0.48	<b>Site capacity at 30 dph:</b>	14	<b>Site capacity at 25 dph:</b>	12	<b>Site capacity at 20 dph:</b>	10	<b>Site capacity from planning permissions:</b>	19
<b>Availability</b>	<b>Is the site available?</b>				<b>Yes</b>				
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>				<b>Yes</b>				
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up/infrastructure costs are likely to be relatively high (site clearance, education & flood mitigation costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		9						
	<b>Delivered in yrs 11-15:</b>		10						
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>				<b>Yes</b>				
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it is unlikely to have adverse impacts on natural assets, &amp; its redevelopment would have no harmful effects upon the character of the area. The site is adjacent to the Boston CA &amp; is located next to the grade II listed Quayside and Boston Grammar School buildings. Consequently, development of the site could have an adverse impact on heritage assets although any such impacts could be prevented by careful design and layout.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has no amenity value, is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (11-15)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				



<b>Reference</b>	<b>PiI007</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Boston United FC, York Street, Boston			
<b>Site area (Hectares)</b>	1.45 <b>Site capacity at 30 dph:</b>	44 <b>Site capacity at 25 dph:</b>	36 <b>Site capacity at 20 dph:</b>	29 <b>Site capacity from planning permissions:</b> 58
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The site appears to be co-owned by three people, and the owners' intentions are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (including site clearance and flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		50	
	<b>Delivered in yrs 11-15:</b>		8	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site's redevelopment would potentially lead to the loss of open space/green infrastructure &amp; worsen the town's existing recreational open space shortfall. However, the Council has resolved to grant planning permission for the development of a replacement football stadium (ref. B/14/0165) and, provided a replacement has been provided, this site's redevelopment will not lead to net losses.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has no amenity value, is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport and infrastructure, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Ski001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Mill Road, Boston			
<b>Site area (Hectares)</b>	3.63 <b>Site capacity at 30 dph:</b>	109 <b>Site capacity at 25 dph:</b>	91 <b>Site capacity at 20 dph:</b>	73 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 59 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p><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, and would worsen the town's existing recreational open space shortfall - approximately 0.7 hectares of the site was last in use as sports pitches/courts.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has no amenity value, is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to unacceptable impacts on infrastructure, but the redevelopment of approximately 2.9 hectares of the site might be acceptable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Ski002</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Vauxhall Road, Boston			
<b>Site area (Hectares)</b>	0.13 <b>Site capacity at 30 dph:</b>	4 <b>Site capacity at 25 dph:</b>	3 <b>Site capacity at 20 dph:</b>	3 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). The site is too small to be allocated, but there is a reasonable prospect that it will be developed (assumed to begin in year 8, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		4	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, the site has no amenity value, is not agricultural land &amp; is previously developed.</p> <p>TRANSPORT - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Furthermore, the site's development would require the use of a relatively narrow existing vehicular access - subject to the Highway Authority's approval.</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Ski003</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north-east of Freiston Road, Boston			
<b>Site area (Hectares)</b>	0.26 <b>Site capacity at 30 dph:</b>	8 <b>Site capacity at 25 dph:</b>	6 <b>Site capacity at 20 dph:</b>	5 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). The site is too small to be allocated, but there is a reasonable prospect that it will be developed (assumed to begin in year 8, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		8	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character of the area, although great care would need to be taken in producing a layout and design to ensure a satisfactory relationship to neighbouring dwellings.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has no amenity value, is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Furthermore, the site's development would require the use of a relatively narrow existing vehicular access - subject to the Highway Authority's approval.</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	

<b>Reference</b>	<b>Ski004</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>
<b>Address</b>	Land to the east of Kitwood Road, Boston			
<b>Site area (Hectares)</b>	0.85 <b>Site capacity at 30 dph:</b>	26 <b>Site capacity at 25 dph:</b>	21 <b>Site capacity at 20 dph:</b>	17 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The owners indicate that the "land has strong potential for housing during the plan period but presently educational use is more likely". Given that no timetable is set out for the release of the land for residential development, the site cannot be considered available.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		24	
	<b>Delivered in yrs 11-15:</b>		2	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site was last used (and is allocated) as recreational open space, and its development would lead to the loss of open space/green infrastructure &amp; would exacerbate existing shortfalls of recreational open space.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - it is not agricultural land, and there are no nearby 'bad neighbour' uses. However, it is not previously developed land, and has some intrinsic amenity value.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it is unlikely to create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to unacceptable impacts on infrastructure.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Sou001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b>	<input type="checkbox"/>
<b>Address</b>	Land to the west of Wyberton Low Road, Boston				
<b>Site area (Hectares)</b>	3.29	<b>Site capacity at 30 dph:</b>	99	<b>Site capacity at 25 dph:</b>	82
		<b>Site capacity at 20 dph:</b>	66	<b>Site capacity from planning permissions:</b>	<input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b>				
	Yes				
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.				
<b>Achievability</b>	<b>Is the site achievable?</b>				
	Yes				
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15). It is possible that there may be a ransom strip from Stephenson Close. Alternative access from Sir Isaac Newton Drive?				
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 49 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>				
<b>Suitability</b>	<b>Is the site suitable?</b>				
	Yes				
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets, &amp; its development would have no harmful effects upon the character of the area - it does not have an open countryside character, as it is visually dominated by neighbouring residential development.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - although it has little amenity value, the site is Grade 1 agricultural land &amp; is not previously developed. Furthermore, the site is adjacent to a potential 'bad neighbour' use (the A16 road) and its proximity may impact on the amenities that would be enjoyed by new dwellings on the site.</p> <p>TRANSPORT - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics and transport, the site is considered suitable.</p>				
<b>Classification</b>	<b>Developable (11-15)</b>				
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m		

<b>Reference</b>	<b>Sou002</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the east of Wyberton Low Road, Boston			
<b>Site area (Hectares)</b>	1.48 <b>Site capacity at 30 dph:</b>	44 <b>Site capacity at 25 dph:</b>	37 <b>Site capacity at 20 dph:</b>	30 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		24	
	<b>Delivered in yrs 11-15:</b>		20	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets &amp; the site's development will not harm the character and appearance of the area.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site is allocated as employment land. The Employment Land Technical Paper (Aug 2015) concludes that (whilst the south-western, south-eastern and riverside parts of the Riverside Industrial Estate are not expected to be in market demand) this site should be safeguarded for employment uses and allocated as a Proposed Main Employment Area.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located within the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has no intrinsic amenity value, is not agricultural land &amp; is previously developed, there are nearby 'bad neighbour' uses (neighbouring industrial uses) which may impact on the amenities of any dwellings constructed on the site.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that it may be possible for a suitable extension of The Old Dairy site to be created.</p> <p>Unsuitable, due to site characteristics &amp; unacceptable impacts on infrastructure (potential adverse economic impacts from the loss of employment land).</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Sou003</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Wyberton West Road, Boston			
<b>Site area (Hectares)</b>	1.32 <b>Site capacity at 30 dph:</b>	40 <b>Site capacity at 25 dph:</b>	33 <b>Site capacity at 20 dph:</b>	26 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 16 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development would have a harmful impact upon the character of the area - the site relates poorly to the town's existing built form &amp; would appear largely unrelated to the existing pattern of development.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it has little intrinsic amenity value, the site is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However it may create or exacerbate traffic problems - the existing access may be inadequate to serve the proposed development. Furthermore, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental and transport impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Sou004</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of St Thomas Drive, Boston			
<b>Site area (Hectares)</b>	0.7 <b>Site capacity at 30 dph:</b>	21 <b>Site capacity at 25 dph:</b>	18 <b>Site capacity at 20 dph:</b>	14 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 21 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site was last used as recreational open space, and its development would lead to the loss of open space/green infrastructure &amp; would exacerbate existing shortfalls of recreational open space.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has no intrinsic amenity value &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to unacceptable impacts on infrastructure.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all <input checked="" type="checkbox"/>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	

<b>Reference</b>	<b>Sou005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Garfits Lane, Boston			
<b>Site area (Hectares)</b>	0.3 <b>Site capacity at 30 dph:</b>	9 <b>Site capacity at 25 dph:</b>	8 <b>Site capacity at 20 dph:</b>	6 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 9 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural assets, the site's development would harm the character and appearance of the area &amp; have adverse impacts on heritage assets - adversely affecting the setting of an adjacent listed building &amp; undermining the open, unspoilt character of the parkland of which the site forms a part.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site is not agricultural land, it has considerable intrinsic amenity value &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Sou006</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Chain Bridge Road, Boston			
<b>Site area (Hectares)</b>	50.51 <b>Site capacity at 30 dph:</b>	1515 <b>Site capacity at 25 dph:</b>	1263 <b>Site capacity at 20 dph:</b>	#### <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including flood mitigation and education costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed, although commencement may be delayed by the need to improve the foul sewerage and water supply networks. Development is assumed to begin in year 13, and to be completed after year 25.			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 300 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 500			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - potential impacts on TPO trees could be avoided by careful layout &amp; design. Though it is surrounded by the town's built-up area on 3 sides, its s. Boundary does not follow any 'natural' feature &amp; the development of such a large area would have major impacts upon the character of the area. However, development on this scale also offers opportunities to mitigate such impacts. In order to retain the rural character of the neighbouring SAM, the site's development must be screened by the existing trees and that these are added to. Buildings of 3 storey or over should not be located close to the Monument. White bargeboards also need to be avoided as these can be very jarring and intrusive.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates.</p> <p><b>LOCATION</b> - it is accessible to services, &amp; is located adjacent to the built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses. However, the site has some amenity value, is Grade 1 and 2 agricultural land &amp; it is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that Chain Bridge Rd &amp; West End Rd are unsuitable to provide the sole means of access, &amp; that the proposed strategic route linking the A16 with the A52 and possibly the A1121 would require traffic modelling. The impacts of this site require consideration by means of a full TA.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (21-25)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all <input checked="" type="checkbox"/>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	

<b>Reference</b>	<b>Sou007</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Former Norton Lea Hospital, London Road, Boston			
<b>Site area (Hectares)</b>	2.08 <b>Site capacity at 30 dph:</b>	62 <b>Site capacity at 25 dph:</b>	52 <b>Site capacity at 20 dph:</b>	42 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input type="checkbox"/> Yes			
<b>Explanation</b>	Outline planning permission (reference B/15/009) is outstanding for the development of up to 60 dwellings.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (including site clearance and flood mitigation costs). Outline planning permission is outstanding, and the site's development is likely to begin shortly (assumed to begin in year 6, and be completed before year 10).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 60 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its redevelopment would have no harmful effects upon the character of the area, it could have adverse impacts on natural and heritage assets (a tree protected by the Boston No. 29 Tree Preservation Order and the nearby listed church). However, any such impacts could be prevented by careful design and layout.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although it has little amenity value, is not agricultural land &amp; is previously developed, the site is adjacent to a potential 'bad neighbour' use (the A16 road) and its proximity may impact on the amenities that would be enjoyed by new dwellings on the site.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with environmental impacts, site characteristics and transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Sou009</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the west of Wyberton West Road, Boston								
<b>Site area (Hectares)</b>	2.18	<b>Site capacity at 30 dph:</b>	65	<b>Site capacity at 25 dph:</b>	55	<b>Site capacity at 20 dph:</b>	44	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		50						
	<b>Delivered in yrs 11-15:</b>		15						
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development would have harmful effects upon the character of the area - the site is unrelated to the existing town, and would create an incongruous and isolated group of dwellings in the countryside.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively inaccessible to the town's services and facilities, &amp; is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has no intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to unacceptable environmental impacts and poor location. N.B. These issues would potentially be overcome if the site is considered as part of a major urban extension (i.e. As additional to site Sou006).</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Sou011</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>
<b>Address</b>	Land to the south-west of St Thomas Drive, Boston			
<b>Site area (Hectares)</b>	1.11 <b>Site capacity at 30 dph:</b>	33 <b>Site capacity at 25 dph:</b>	28 <b>Site capacity at 20 dph:</b>	22 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are also likely to be moderate (including likely flood mitigation costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 7 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it will not have adverse impacts on natural or heritage assets, &amp; its redevelopment would have no harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site was last used (and is allocated) as recreational open space, and its development would lead to the loss of open space/green infrastructure &amp; would exacerbate existing shortfalls of recreational open space.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has no intrinsic amenity value &amp; it is not agricultural land. However, it is not previously developed land, and is located adjacent to industrial uses which may impact upon the amenities that would be enjoyed by any new dwellings.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it is unlikely to create or exacerbate traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to unacceptable impacts on infrastructure.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Stn001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the west of Carlton Road, Boston								
<b>Site area (Hectares)</b>	0.18	<b>Site capacity at 30 dph:</b>	5	<b>Site capacity at 25 dph:</b>	4	<b>Site capacity at 20 dph:</b>	4	<b>Site capacity from planning permissions:</b>	6
<b>Availability</b>	<b>Is the site available?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>								
<b>Explanation</b>	Although outline planning permission is outstanding (ref. B/12/0156) for the construction of 6 dwellings, a more recent permission has been granted for the use of the premises as an educational facility.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>								
<b>Explanation</b>	Moderate achievability. Values are relatively low, and opening-up infrastructure costs are likely to be moderate (including site clearance and flood mitigation costs). A residential planning permission is outstanding and there are no known issues of principle to prevent the site's immediate development (assumed to begin in year 6, and be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 6 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its redevelopment would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone3b	No hazard Low hazard Danger for some Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m <input checked="" type="checkbox"/> 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>Stn002</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Lister Way, Boston			
<b>Site area (Hectares)</b>	0.28	<b>Site capacity at 30 dph:</b>	8	<b>Site capacity at 25 dph:</b>
			7	<b>Site capacity at 20 dph:</b>
				6 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input type="checkbox"/> No <input checked="" type="checkbox"/>			
<b>Explanation</b>	Although the site has been identified as one with potential for redevelopment, its owners have not sought to bring it forward for development. The owner's future intentions are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>			
<b>Explanation</b>	Moderate achievability. Values are relatively low, and opening-up infrastructure costs are also likely to be very low (including likely flood mitigation costs). If it is released by its owner and promoted for residential development, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 8 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Stn004</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Fydell Street, Boston			
<b>Site area (Hectares)</b>	0.25 <b>Site capacity at 30 dph:</b>	8 <b>Site capacity at 25 dph:</b>	6 <b>Site capacity at 20 dph:</b>	5 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	Although the site has been identified as one with potential for redevelopment, its owners have not sought to bring it forward for development. The owner's future intentions are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is released by its owner and promoted for residential development, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		8	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land &amp; is previously developed.</p> <p>TRANSPORT - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Stn005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Fydell Street, Boston			
<b>Site area (Hectares)</b>	0.47 <b>Site capacity at 30 dph:</b>	14 <b>Site capacity at 25 dph:</b>	12 <b>Site capacity at 20 dph:</b>	9 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	Although the site has been identified as one with potential for redevelopment, its owners have not sought to bring it forward for development. The owner's future intentions are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is released by its owner and promoted for residential development, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 12 <b>Delivered in yrs 11-15:</b> 2 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its redevelopment would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority identifies that the site would either need to be developed with no vehicular access or parking, or with the access at the far eastern end of the frontage, the carriageway would have yellow box markings, &amp; the internal road to be adoptable with turning space &amp; sufficient off-street parking provided for each plot.</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Stn006</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	2 Fydell House, Fydell Street, Boston								
<b>Site area (Hectares)</b>	0.1	<b>Site capacity at 30 dph:</b>	3	<b>Site capacity at 25 dph:</b>	2	<b>Site capacity at 20 dph:</b>	2	<b>Site capacity from planning permissions:</b>	6
<b>Availability</b>	<b>Is the site available?</b>		Yes						
<b>Explanation</b>	B/12/0052 and B/12/0192 - permission for the conversion to 6 flats.								
<b>Achievability</b>	<b>Is the site achievable?</b>		Yes						
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). Planning permission is outstanding and the site's development is likely to be soon completed (assumed to begin in year 6, and to be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		13						
	<b>Delivered in yrs 11-15:</b>								
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		Yes						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Stn007</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Junction of Argyle Street and Brothertoft Road, Boston								
<b>Site area (Hectares)</b>	0.11	<b>Site capacity at 30 dph:</b>	3	<b>Site capacity at 25 dph:</b>	3	<b>Site capacity at 20 dph:</b>	2	<b>Site capacity from planning permissions:</b>	13
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	B/06/375 - permission for the construction of 13 dwellings. Development appears to have begun.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are relatively low, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). Planning permission is outstanding and the site's development is likely to be soon completed (assumed to be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		13						
	<b>Delivered in yrs 11-15:</b>								
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>Yes</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Sts001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the east of Broadfield Lane, Boston								
<b>Site area (Hectares)</b>	5.2	<b>Site capacity at 30 dph:</b>	156	<b>Site capacity at 25 dph:</b>	130	<b>Site capacity at 20 dph:</b>	104	<b>Site capacity from planning permissions:</b>	200
<b>Availability</b>	<b>Is the site available?</b>		Yes						
<b>Explanation</b>	Outline planning permission (reference B/13/0037) is outstanding for the development of a maximum of 200 dwellings.								
<b>Achievability</b>	<b>Is the site achievable?</b>		Yes						
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are also likely to be moderate (including likely flood mitigation costs). Planning permission is outstanding and there is a reasonable prospect that the site's development will soon begin (assumed to begin in year 6, and to be completed before year 15).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		125						
	<b>Delivered in yrs 11-15:</b>		75						
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		Yes						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not place undue burdens on existing infrastructure. Although the site was last used as allotment gardens and its development will lead to the loss of open space/green infrastructure, its development was considered to bring benefits which outweigh these adverse impacts.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value &amp; is not agricultural land, it is not previously developed land &amp; the industrial uses to its east may impact upon residential amenities.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with infrastructure, transport &amp; site characteristics, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (11-15)</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Sts002</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Frampton Place, Boston			
<b>Site area (Hectares)</b>	0.13 <b>Site capacity at 30 dph:</b>	<input type="text" value="4"/> <b>Site capacity at 25 dph:</b>	<input type="text" value="3"/> <b>Site capacity at 20 dph:</b>	<input type="text" value="3"/> <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). It is too small to be allocated, but there is a reasonable prospect that it will be developed (assumed to begin in year 8, and be completed before year 10)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		4	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<input checked="" type="checkbox"/> Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Furthermore, it may create traffic problems - the site's development would require the intensification of an existing narrow access - subject to Highway Authority approval</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Sts003</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Staniland Road, Boston			
<b>Site area (Hectares)</b>	0.26	<b>Site capacity at 30 dph:</b>	8	<b>Site capacity at 25 dph:</b>
			6	<b>Site capacity at 20 dph:</b>
			5	<b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is released by its owner and promoted for residential development, there is a reasonable prospect that it would be developed (assumed to begin in year 6, and be completed before year 10)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		8	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it would not have adverse impacts on natural and heritage assets, the site is currently amenity grassland which contributes positively to the character of the area and its development would have harmful effects upon that character.</p> <p><b>INFRASTRUCTURE</b> - it will lead to the loss of existing infrastructure - the site is currently amenity grassland.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, &amp; it is not agricultural land. However, it is not previously developed land, and the site has some intrinsic amenity value</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, &amp; loss of green infrastructure.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Sts004</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Greylands, Broadfield Lane, Boston								
<b>Site area (Hectares)</b>	0.23	<b>Site capacity at 30 dph:</b>	7	<b>Site capacity at 25 dph:</b>	6	<b>Site capacity at 20 dph:</b>	5	<b>Site capacity from planning permissions:</b>	13
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	B/10/0331 - permission for the construction of 13 dwellings.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). Planning permission is outstanding and there is a reasonable prospect that the site's development will soon be completed (assumed to begin in year 6, and be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 13 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its redevelopment would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land &amp; is previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>Sts005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the rear of 4-20 Sleaford Road, Boston								
<b>Site area (Hectares)</b>	0.23	<b>Site capacity at 30 dph:</b>	7	<b>Site capacity at 25 dph:</b>	6	<b>Site capacity at 20 dph:</b>	5	<b>Site capacity from planning permissions:</b>	8
<b>Availability</b>	<b>Is the site available?</b>		Yes						
<b>Explanation</b>	Full planning permission is outstanding (ref. B/12/0145) for the construction of 12 dwellings, with 8 unbuilt.								
<b>Achievability</b>	<b>Is the site achievable?</b>		Yes						
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). Planning permission is outstanding and it is likely that the site will be completed in the short term (assumed to be completed before year 10)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		8						
	<b>Delivered in yrs 11-15:</b>								
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		Yes						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land &amp; is previously developed.</p> <p>TRANSPORT - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Wes001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Freshney Way, Boston			
<b>Site area (Hectares)</b>	0.37 <b>Site capacity at 30 dph:</b>	11 <b>Site capacity at 25 dph:</b>	9 <b>Site capacity at 20 dph:</b>	7 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be moderate (flood mitigation & education costs). There are no known issues of principle to prevent the site's immediate development (assumed to begin in year 8, and be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 9 <b>Delivered in yrs 11-15:</b> 2 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems. However, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all <input checked="" type="checkbox"/>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	

<b>Reference</b>	<b>Wes002</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of North Forty Foot Bank, Boston			
<b>Site area (Hectares)</b>	37.92 <b>Site capacity at 30 dph:</b>	1138 <b>Site capacity at 25 dph:</b>	948 <b>Site capacity at 20 dph:</b>	758 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively high, but opening-up infrastructure costs are also likely to be high (including flood mitigation & education costs. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed, although commencement may be delayed by the need to improve the foul sewerage and water supply networks. Development is assumed to begin in year 13, and to be completed before year 25			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 300 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 338			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural and heritage assets, &amp; its development would not have unacceptable impacts upon the character and appearance of the area.</p> <p>INFRASTRUCTURE - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates. (It is located within the Boston Woods Project area of search).</p> <p>LOCATION - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - although there are no nearby 'bad neighbour' uses &amp; the site has no intrinsic amenity value, is Grade 2 agricultural land &amp; it is not previously developed.</p> <p>TRANSPORT - Services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). Whilst its scale means that it may create or exacerbate traffic problems, development on this scale is also likely to be capable of mitigating any such problems.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (21-25)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wes003</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the south of North Forty Foot Bank, Boston								
<b>Site area (Hectares)</b>	5.45	<b>Site capacity at 30 dph:</b>	164	<b>Site capacity at 25 dph:</b>	136	<b>Site capacity at 20 dph:</b>	109	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Outline planning permission (reference B/12/0171) is outstanding for the residential development of the majority of the site.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be moderate (although flood mitigation costs are likely). Planning permission is outstanding for the development of the majority of this land and there is a reasonable prospect that development will soon begin (assumed to begin in year 6, and be completed before year 15)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		125						
	<b>Delivered in yrs 11-15:</b>		39						
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>Yes</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (11-15)</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Wes004</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of North Forty Foot Bank, Boston			
<b>Site area (Hectares)</b>	18.22 <b>Site capacity at 30 dph:</b>	547 <b>Site capacity at 25 dph:</b>	456 <b>Site capacity at 20 dph:</b>	364 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. The owner indicates that the site will not be available before 2016.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are relatively high, but opening-up infrastructure costs are also likely to be relatively high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 247 <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, its scale means that it would inevitably have major impacts upon the character and appearance of the area. However, it is contained by strong 'natural' features &amp; relates well to the town's existing built-up area, and development on this scale also offers opportunities to mitigate such impacts effectively.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that it is possible that Gilbert Drive &amp; the roundabout onto Boardsides would be able to accommodate the traffic movements from 547 dwellings on this site. North Forty Foot bank is unsuitable to accommodate additional traffic movements.</p> <p>Despite the issues with environmental impacts &amp; site characteristics, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (16-20)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wes005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Roseberry Meadows extension, Boston								
<b>Site area (Hectares)</b>	4.49	<b>Site capacity at 30 dph:</b>	135	<b>Site capacity at 25 dph:</b>	112	<b>Site capacity at 20 dph:</b>	90	<b>Site capacity from planning permissions:</b>	120
<b>Availability</b>	<b>Is the site available?</b>				Yes				
<b>Explanation</b>	Outline planning permission (ref B/12/0171) is outstanding for the construction of 120 dwellings								
<b>Achievability</b>	<b>Is the site achievable?</b>				Yes				
<b>Explanation</b>	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). Planning permission is outstanding and there is a reasonable prospect that development will soon begin (assumed to begin in year 6, and be completed before year 10)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>				<b>Delivered in yrs 6-10:</b>		120		
	<b>Delivered in yrs 11-15:</b>				<b>Delivered in yrs 16-20:</b>				
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>				Yes				
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				



<b>Reference</b>	<b>Wes006</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Roseberry Meadows, Boston								
<b>Site area (Hectares)</b>	5.51	<b>Site capacity at 30 dph:</b>	165	<b>Site capacity at 25 dph:</b>	138	<b>Site capacity at 20 dph:</b>	110	<b>Site capacity from planning permissions:</b>	86
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Planning permission is outstanding for the construction of 203 dwellings, with 86 dwellings remaining.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). Planning permission is outstanding and there is a reasonable prospect that the site will soon be completed (assumed to be completed before year 10)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		86						
	<b>Delivered in yrs 11-15:</b>								
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>Yes</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is Grade 2 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Wes007</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of the North Forty Foot Drain, Boston			
<b>Site area (Hectares)</b>	66.24 <b>Site capacity at 30 dph:</b>	1987 <b>Site capacity at 25 dph:</b>	1656 <b>Site capacity at 20 dph:</b>	#### <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The site appears to be in seven separate ownerships, and the intentions of the owners of parts of the site are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 400 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 500			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it will not have adverse impacts on natural or heritage assets, its development would inevitably have major impacts upon the character and appearance of the area. Although the majority of its boundaries are defined by strong 'natural' features, its relationship with the town's built-up area is poorer than some other major urban extension options. Nonetheless, development on this scale also offers opportunities to mitigate environmental impacts effectively.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates. (It is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is accessible to existing services, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is Grade 2 agricultural land &amp; it is not previously developed.</p> <p><b>TRANSPORT</b> - Services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that this area is too large to be considered without a comprehensive Transport Assessment, &amp; that it would be likely to figure in any consideration of a route for a Boston Distributor Road.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wit001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Tattershall Road, Boston			
<b>Site area (Hectares)</b>	0.4 <b>Site capacity at 30 dph:</b>	12 <b>Site capacity at 25 dph:</b>	10 <b>Site capacity at 20 dph:</b>	8 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 12 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would have no harmful effects upon the character of the area or upon heritage assets, it would have adverse impacts on natural assets - the site is identified as part of a larger Local Wildlife Site, and its development would be likely to have adverse impacts on this site.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	<input checked="" type="checkbox"/> No hazard <input type="checkbox"/> Low hazard <input type="checkbox"/> Danger for some <input type="checkbox"/> Danger for most <input type="checkbox"/> Danger for all	<input checked="" type="checkbox"/> No Depth <input type="checkbox"/> 0m to 0.25m <input type="checkbox"/> 0.25m to 0.50m <input type="checkbox"/> 0.50m to 1.0m <input type="checkbox"/> 1.0m to 2.0m <input type="checkbox"/> >2.0m	

<b>Reference</b>	<b>Wit002</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the west of Tattershall Road, Boston								
<b>Site area (Hectares)</b>	7.2	<b>Site capacity at 30 dph:</b>	216	<b>Site capacity at 25 dph:</b>	180	<b>Site capacity at 20 dph:</b>	144	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are also likely to be moderate (including site clearance and flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 125 <b>Delivered in yrs 16-20:</b> 41 <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="text" value="No"/>								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would have no harmful effects upon heritage assets, it would have adverse impacts on natural assets - part of the site is identified as a Local Wildlife Site, and its development would be likely to have adverse impacts on this Site. Furthermore, the site is currently in use as amenity open space, sports pitches and allotment gardens, &amp; its development would greatly reduce the public amenity value of the larger open space of which it forms part, and therefore harm the area's character and appearance.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site is currently in use as amenity open space, sports pitches and allotment gardens, and its development will lead to the loss of existing infrastructure &amp; would exacerbate existing shortfalls of recreational open space.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; it is not agricultural land, the site has considerable amenity value &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to site characteristics and adverse impacts on the environment &amp; infrastructure.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>Wit003</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Tattershall Road, Boston			
<b>Site area (Hectares)</b>	34.83 <b>Site capacity at 30 dph:</b>	1045 <b>Site capacity at 25 dph:</b>	871 <b>Site capacity at 20 dph:</b>	697 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be high (and flood mitigation costs are also likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed before year 25)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 400 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 145			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although it would not have adverse impacts on natural and heritage assets, its development would have harmful effects upon the character of the area - the site's relationship to the town is poor, and it would create an incongruous extension of development into an area of open countryside character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, the site is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is Grade 1 agricultural land &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts and poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	<b>No hazard</b> Low hazard Danger for some Danger for most Danger for all	<b>No Depth</b> 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wit004</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the west of Tattershall Road, Boston								
<b>Site area (Hectares)</b>	2.33	<b>Site capacity at 30 dph:</b>	70	<b>Site capacity at 25 dph:</b>	58	<b>Site capacity at 20 dph:</b>	47	<b>Site capacity from planning permissions:</b>	27
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	B/07/0732 - permission for the construction of 113 dwellings. 27 dwellings remaining.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Planning permission is outstanding, the site is under construction and there is a reasonable prospect that the site will soon be completed (assumed to be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>					<b>Delivered in yrs 6-10:</b>		27	
	<b>Delivered in yrs 11-15:</b>					<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>Yes</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would have no harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land &amp; is previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the transport issues, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1	<b>No hazard</b>			<b>No Depth</b>				
	Zone 2	Low hazard			0m to 0.25m				
	Zone 3a	Danger for some			0.25m to 0.50m				
	Zone 3b	Danger for most			0.50m to 1.0m				
		Danger for all			1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Wit005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Longhurst Gardens, Boston			
<b>Site area (Hectares)</b>	0.88	<b>Site capacity at 30 dph:</b>	26	<b>Site capacity at 25 dph:</b>
			22	<b>Site capacity at 20 dph:</b>
				18 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>			
	No			
<b>Explanation</b>	The site is in a single ownership, but their intentions for the land are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>			
	Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 2 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>			
	Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would not have harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that this site should be capable of accommodating 26 dwellings without any material impact upon the local highway network.</p> <p>Despite the issues with site characteristics and transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wit006</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Horncastle Road, Boston			
<b>Site area (Hectares)</b>	2.88 <b>Site capacity at 30 dph:</b>	86 <b>Site capacity at 25 dph:</b>	72 <b>Site capacity at 20 dph:</b>	58 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The site appears to be in two separate ownerships, & the owner of approximately half the site has not been identified. Owners' intentions for the land are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are also likely to be moderate (including site clearnace and flood mitigation costs).If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		50	
	<b>Delivered in yrs 11-15:</b>		36	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would not have harmful effects upon the character of the area. The site adjoins a Local Wildlife Site and a Park/Garden of Special Historic Interest to its north, but it is considered that its sensitive development would be unlikely to have significant adverse impacts upon these natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, part of it is agricultural land, &amp; the majority is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics and transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Wit007</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Horncastle Road, Boston			
<b>Site area (Hectares)</b>	1.16 <b>Site capacity at 30 dph:</b>	35 <b>Site capacity at 25 dph:</b>	29 <b>Site capacity at 20 dph:</b>	23 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The site appears to be in at least three separate ownerships, & the owners of the majority of the site have not been identified. Owners' intentions for the land are unknown.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are also likely to be moderate (including site clearance and flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		24	
	<b>Delivered in yrs 11-15:</b>		11	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - its development would not have harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, part of it is agricultural land, &amp; the majority is not previously developed land.</p> <p>TRANSPORT - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics and transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wit008</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Former industrial premises to the south of Norfolk Street, Boston			
<b>Site area (Hectares)</b>	1.21 <b>Site capacity at 30 dph:</b>	36 <b>Site capacity at 25 dph:</b>	30 <b>Site capacity at 20 dph:</b>	24 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	Yes		
<b>Explanation</b>	The Borough Council has resolved to grant planning permission (reference B/16/007) for the development of 48 dwellings.			
<b>Achievability</b>	<b>Is the site achievable?</b>	Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be high (site clearance, flood mitigation, decontamination & education costs). Resolution to grant planning permission, & there is a reasonable prospect that development will soon begin (assumed to begin in year 8, and to be completed before year 15).			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 14 <b>Delivered in yrs 11-15:</b> 34 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - it is unlikely to have adverse impacts on natural or heritage assets &amp; the site's redevelopment will not harm the character and appearance of the area.</p> <p><b>INFRASTRUCTURE</b> - it will not place undue burdens on existing infrastructure &amp;, although the site is allocated as employment land, the SE Lincs LP Employment Land Technical Paper (August 2015) concludes that it should be de-allocated for employment use, to allow the market to decide its future use (reference BOE013).</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has no intrinsic amenity value, is not agricultural land, is previously developed, &amp; there are no nearby 'bad neighbour' uses.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that, subject to suitable design of the road layout, the redevelopment of this site would be acceptable without any material impact upon the local highway network.</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wit009</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Fountain Lane, Boston								
<b>Site area (Hectares)</b>	0.29	<b>Site capacity at 30 dph:</b>	9	<b>Site capacity at 25 dph:</b>	7	<b>Site capacity at 20 dph:</b>	6	<b>Site capacity from planning permissions:</b>	
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are acting together								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). The site is too small to be allocated, but there is a reasonable prospect that it will be developed (assumed to begin in year 8, and be completed before year 10).								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		9						
	<b>Delivered in yrs 11-15:</b>								
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>Yes</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would not have harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural assets. Although the site's development could have adverse impacts on heritage assets (the Boston Conservation Area and nearby listed buildings), any such impacts could be prevented by careful design.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land, &amp; is previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with environmental impacts and transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Wit010</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of Tattershall Road, Boston			
<b>Site area (Hectares)</b>	0.12 <b>Site capacity at 30 dph:</b>	4 <b>Site capacity at 25 dph:</b>	3 <b>Site capacity at 20 dph:</b>	2 <b>Site capacity from planning permissions:</b> 10
<b>Availability</b>	<b>Is the site available?</b>	Yes		
<b>Explanation</b>	B/11/0379 - permission for the construction of 10 dwellings outstanding.			
<b>Achievability</b>	<b>Is the site achievable?</b>	Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). Planning permission is outstanding and there is a reasonable prospect that development will soon begin (assumed to begin in year 6, and be completed before year 10)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		10	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p>ENVIRONMENTAL IMPACTS - its development would not have harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land, &amp; it is previously developed land.</p> <p>TRANSPORT - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1	No hazard	No Depth	
	Zone 2	Low hazard	0m to 0.25m	
	Zone 3a	Danger for some	0.25m to 0.50m	
	Zone 3b	Danger for most	0.50m to 1.0m	
		Danger for all	1.0m to 2.0m	
			>2.0m	

<b>Reference</b>	<b>Wit011</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	49 Norfolk Street, Boston								
<b>Site area (Hectares)</b>	0.14	<b>Site capacity at 30 dph:</b>	4	<b>Site capacity at 25 dph:</b>	4	<b>Site capacity at 20 dph:</b>	3	<b>Site capacity from planning permissions:</b>	6
<b>Availability</b>	<b>Is the site available?</b>		Yes						
<b>Explanation</b>	Planning permission is outstanding for the construction of 6 dwellings (ref B/11/0385)								
<b>Achievability</b>	<b>Is the site achievable?</b>		Yes						
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). Planning permission is outstanding and there is a reasonable prospect that development will soon begin (assumed to begin in year 6, and be completed before year 10)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		6						
	<b>Delivered in yrs 11-15:</b>								
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		Yes						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would not have harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics &amp; transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Wit012</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Former Jewson Site, Tattershall Road, Boston			
<b>Site area (Hectares)</b>	0.31 <b>Site capacity at 30 dph:</b>	9 <b>Site capacity at 25 dph:</b>	8 <b>Site capacity at 20 dph:</b>	6 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	Yes		
<b>Explanation</b>	Full planning permission (ref. B/12/0279) is outstanding for the construction of 23 dwellings, with 9 dwellings to be built			
<b>Achievability</b>	<b>Is the site achievable?</b>	Yes		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). Planning permission is outstanding and there is a reasonable prospect that development will be completed before year 10.			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		9	
	<b>Delivered in yrs 11-15:</b>			
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	Yes		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would not have harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural and heritage assets.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value, it is not agricultural land, &amp; it is previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wit013</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land between Tattershall Road and the Witham Way Country Park, Boston			
<b>Site area (Hectares)</b>	57.67 <b>Site capacity at 30 dph:</b>	1730 <b>Site capacity at 25 dph:</b>	1442 <b>Site capacity at 20 dph:</b>	#### <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>No</b>		
<b>Explanation</b>	The site appears to be in at least seven separate ownerships. The intentions of the majority of the site's owners are currently unknown, and the owner of approximately 3.6 hectares of the site cannot be identified.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 400 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 500			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>Yes</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development may have an adverse impact upon a listed building to its north, and upon the Country Park to its south and west, but these impacts can be avoided by good layout and design. Though the site is contained by strong 'natural' boundaries, its relationship with the built-up area is poorer than some other options. Nonetheless, development on this scale also offers opportunities to mitigate environmental impacts effectively.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of existing infrastructure, &amp; development on this scale is likely to be capable of mitigating any infrastructure capacity issues it creates or exacerbates. (It is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is accessible to existing services, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is grade 1 agricultural land &amp; is previously developed land.</p> <p><b>TRANSPORT</b> - Services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that the development of this site could not be considered without a comprehensive Transport Assessment. It would attract a lot of vehicle movements, which would be expected to have a materially harmful impact upon, in particular, Redcap Ln, Rawsons Ln &amp; Sluice Bridge junction.</p> <p>Despite the issues with environmental impacts, infrastructure, site characteristics &amp; transport, the site is considered suitable.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	<b>No hazard</b> Low hazard Danger for some Danger for most Danger for all	<b>No Depth</b> 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wit014</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	18 Wide Bargate, Boston								
<b>Site area (Hectares)</b>	0.11	<b>Site capacity at 30 dph:</b>	3	<b>Site capacity at 25 dph:</b>	3	<b>Site capacity at 20 dph:</b>	2	<b>Site capacity from planning permissions:</b>	10
<b>Availability</b>	<b>Is the site available?</b> <input type="checkbox"/> Yes								
<b>Explanation</b>	Full planning permission (ref. B/12/0398) is outstanding for the conversion of the former Post Office to provide 10 dwellings, a restaurant/cafe, and a drinking establishment.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="checkbox"/> Yes								
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low. Planning permission is outstanding and there is a reasonable prospect that development will soon begin (assumed to begin in year 6, and be completed before year 10)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 10 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> Yes								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - the conversion of the building would not have harmful effects upon the character of the area, &amp; it would not have adverse impacts on natural assets. Although the site's development could have adverse impacts on heritage assets (the building is listed, &amp; is located within the Boston Conservation Area), any such impacts can be prevented by careful design.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is highly accessible to the town's existing services and facilities, &amp; is located within the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, it is not agricultural land, &amp; it is previously developed land. However, the building has considerable intrinsic amenity value - it is a listed building.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						



<b>Reference</b>	<b>Wyb001</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Tytton Lane East, Boston			
<b>Site area (Hectares)</b>	0.97 <b>Site capacity at 30 dph:</b>	29 <b>Site capacity at 25 dph:</b>	24 <b>Site capacity at 20 dph:</b>	19 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 5 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No <input checked="" type="checkbox"/>			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, this site (considered in isolation) is poorly related to the town's existing built form, and would extend development into an area with a rural character, to the detriment of that character. It is only if considered together with all undeveloped land bounded by Tytton Lane East, Wyberton Low Road and the A16 (see site Wyb033) that environmental impacts would potentially be acceptable.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is grade 1 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all <input checked="" type="checkbox"/>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	

<b>Reference</b>	<b>Wyb002</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the south of Tytton Lane East, Boston								
<b>Site area (Hectares)</b>	21.35	<b>Site capacity at 30 dph:</b>	640	<b>Site capacity at 25 dph:</b>	534	<b>Site capacity at 20 dph:</b>	427	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively high (with flood mitigation costs also likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 25)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		50						
	<b>Delivered in yrs 11-15:</b>		250						
	<b>Delivered in yrs 16-20:</b>		250						
	<b>Delivered in yrs 21-25:</b>		90						
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, development in this location would appear unrelated to the existing settlement &amp; visually incongruous, and would extend development into an area with a strongly rural character, to the detriment of that character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is grade 1 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, and poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Wyb003</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b>	<input type="checkbox"/>
<b>Address</b>	Land to the south of Swineshead Road, Boston				
<b>Site area (Hectares)</b>	3.78	<b>Site capacity at 30 dph:</b>	113	<b>Site capacity at 25 dph:</b>	94
				<b>Site capacity at 20 dph:</b>	76
<b>Availability</b>	<b>Is the site available?</b>				
<b>Explanation</b>	Yes				
	Although there is no planning permission or allocation, there are no known legal or ownership problems.				
<b>Achievability</b>	<b>Is the site achievable?</b>				
<b>Explanation</b>	Yes				
	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)				
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 63 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>				
<b>Suitability</b>	<b>Is the site suitable?</b>				
<b>Explanation</b>	No				
	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would not have adverse impacts on natural or heritage assets, &amp; would not have harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is best and most versatile agricultural land, &amp; is not previously developed.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it is likely that the site could be developed without creating or exacerbating traffic problems. However, the Highway Authority comments that, whilst no formal route for the Boston Distributor Road (BDR) has yet been identified, it is considered to be inappropriate to allocate this site for residential development as it would potentially compromise emerging plans for the provision of a BDR.</p> <p>Unsuitable, due to transport issues.</p>				
<b>Classification</b>	<b>Undevelopable</b>				
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m		

<b>Reference</b>	<b>Wyb004</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the west of West End Road, Boston								
<b>Site area (Hectares)</b>	6.92	<b>Site capacity at 30 dph:</b>	208	<b>Site capacity at 25 dph:</b>	173	<b>Site capacity at 20 dph:</b>	138	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		50						
	<b>Delivered in yrs 11-15:</b>		125						
	<b>Delivered in yrs 16-20:</b>		33						
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, it would have harmful effects upon the character of the area - the site is unrelated to the town's existing built-up area, and would create an outlier of development in an area with a strongly rural character, to the detriment of that character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value, it is grade 1 agricultural land, &amp; is not previously developed land. Furthermore, it is adjacent to a 'bad neighbour' use ( a poultry unit) which may impact upon the amenities enjoyed by future occupiers of any dwellings.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, and the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to site characteristics, adverse environmental impacts, and poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Wyb005</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the east of West End Road, Boston			
<b>Site area (Hectares)</b>	10.29 <b>Site capacity at 30 dph:</b>	309 <b>Site capacity at 25 dph:</b>	257 <b>Site capacity at 20 dph:</b>	206 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are acting together.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 9 <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, it would have harmful effects upon the character of the area - the site is relatively poorly related to the town's existing built form &amp; would extend development into an area with a strongly rural character, to the detriment of that character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is grade 1 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, and the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb006</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of London Road, Boston			
<b>Site area (Hectares)</b>	10.24 <b>Site capacity at 30 dph:</b>	307 <b>Site capacity at 25 dph:</b>	256 <b>Site capacity at 20 dph:</b>	205 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are acting together.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 7 <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, it would have harmful effects upon the character of the area - development in this location would be poorly related to the existing built form.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is located adjacent to the existing built-up area, it is less accessible to the majority of the town's existing services and facilities.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is grade 1 or grade 2 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, the site's development would create traffic problems (it would require the creation of an access close to an existing junction), and it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, poor location, &amp; transport issues.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb007</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Ralphs Lane, Boston								
<b>Site area (Hectares)</b>	5.63	<b>Site capacity at 30 dph:</b>	169	<b>Site capacity at 25 dph:</b>	141	<b>Site capacity at 20 dph:</b>	113	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		50						
	<b>Delivered in yrs 11-15:</b>		119						
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, it would have harmful effects upon the character of the area - development in this location would be poorly related to the existing built form &amp; would introduce an intensive and urban form of development to an area that is currently semi-rural in appearance.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is located adjacent to the existing built-up area, it is less accessible to the majority of the town's existing services and facilities.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is grade 1 or grade 2 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site's development would not create traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Wyb008</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of New Hammond Beck Road, Boston			
<b>Site area (Hectares)</b>	1.27 <b>Site capacity at 30 dph:</b>	38 <b>Site capacity at 25 dph:</b>	32 <b>Site capacity at 20 dph:</b>	25 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 14 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, it would have harmful effects upon the character of the area - is unrelated to the town's built form, and would intensify development in an area where building is currently scattered, and which has a countryside character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is grade 2 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, the site's development would not create traffic problems, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	



<b>Reference</b>	<b>Wyb009</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the south of Tytton Lane East, Boston								
<b>Site area (Hectares)</b>	20.91	<b>Site capacity at 30 dph:</b>	627	<b>Site capacity at 25 dph:</b>	523	<b>Site capacity at 20 dph:</b>	418	<b>Site capacity from planning permissions:</b>	500
<b>Availability</b>	<b>Is the site available?</b> <input type="checkbox"/> Yes								
<b>Explanation</b>	Although planning permission has not yet been formally granted, the Council has resolved to grant planning permission for the mixed use development of this site (including 500 dwellings) - ref. B/14/0165.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="checkbox"/> Yes								
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (and flood mitigation costs are likely). Nonetheless, the Council has resolved to grant planning permission for the site's development, and there is a reasonable prospect that development will soon begin (assumed to begin in year 7, and be completed before year 20)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 200 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 50 <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> Yes								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would not have adverse impacts on natural and heritage assets, &amp; would not have harmful effects upon the character of the area - the site does not have an open countryside character, as its appearance is dominated by the existing development which surrounds it on three sides.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although the site has little intrinsic amenity value, it is grade 1 agricultural land &amp; is not previously developed land. Furthermore, it is adjacent to a 'bad neighbour' use (the A16), which may impact on the amenities that would be enjoyed by new dwellings at the eastern end of the site. However, it is considered that development on this scale offers opportunities to mitigate such impacts effectively.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, the site's development would not create traffic problems, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (16-20)</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>Wyb010</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the east of London Road, Boston								
<b>Site area (Hectares)</b>	6.21	<b>Site capacity at 30 dph:</b>	186	<b>Site capacity at 25 dph:</b>	155	<b>Site capacity at 20 dph:</b>	124	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		50						
	<b>Delivered in yrs 11-15:</b>		125						
	<b>Delivered in yrs 16-20:</b>		11						
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on heritage assets, it would have harmful effects upon the character of the area (the site's development would extend development into an area with a strongly rural character, to the detriment of that character) and it may have adverse impacts on natural assets (the site is an orchard, and the Lincolnshire Biodiversity Action Plan includes a Habitat Action Plan for traditional orchards).</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is located adjacent to the existing built-up area, it is less accessible to the majority of the town's existing services and facilities.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses, the site has some amenity value, it is grade 1 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site's development would not create traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, site characteristics &amp; poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Wyb011</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Tytton Lane East, Boston								
<b>Site area (Hectares)</b>	0.6	<b>Site capacity at 30 dph:</b>	18	<b>Site capacity at 25 dph:</b>	15	<b>Site capacity at 20 dph:</b>	12	<b>Site capacity from planning permissions:</b>	28
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Planning permission (ref. B/12/0063) is outstanding for the construction of 28 dwellings								
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). Full planning permission is outstanding and there is a reasonable prospect that development will soon begin (assumed to begin in year 6, and be completed before year 20)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 28 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would not have adverse impacts on natural and heritage assets, &amp; would not have harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has little intrinsic amenity value &amp; it is not agricultural land. However, it is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, the site's development would not create traffic problems, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (06-10)</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>Wyb012</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the east of Wyberton West Road, Boston								
<b>Site area (Hectares)</b>	10.83	<b>Site capacity at 30 dph:</b>	325	<b>Site capacity at 25 dph:</b>	271	<b>Site capacity at 20 dph:</b>	217	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 25 <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="text" value="No"/>								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on historic or natural assets, it would have harmful effects upon the character of the area - the site has little relationship to the town's existing built form, and would extend development into an area with a strongly rural character, to the detriment of that character. N.B. The significance of these issues would be reduced if a major urban extension is pursued at site Sou006.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses and the site has no intrinsic amenity value, it is grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, the site's development would not create traffic problems, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1	No hazard	No Depth						
	Zone 2	Low hazard	0m to 0.25m						
	Zone 3a	Danger for some	0.25m to 0.50m						
	Zone 3b	Danger for most	0.50m to 1.0m						
		Danger for all	1.0m to 2.0m						
			>2.0m						

<b>Reference</b>	<b>Wyb013</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Swineshead Road, Boston			
<b>Site area (Hectares)</b>	2.84 <b>Site capacity at 30 dph:</b>	85 <b>Site capacity at 25 dph:</b>	71 <b>Site capacity at 20 dph:</b>	57 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Allocated as a housing site in the Boston Borough Local Plan (April 1999). There are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (flood mitigation, education, & site clearance costs, & upgrades to the Frampton Water Recycling Centre). Nonetheless, if it is allocated, it is likely to be developed, though commencement may be delayed by the need for water supply & sewage disposal improvements. Assumed to begin in year 10, & be completed before year 15.			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 25 <b>Delivered in yrs 11-15:</b> 60 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would not have adverse impacts on historic or natural assets, and would not have harmful effects upon the character of the area - few public views into the site are available.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, and is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has no intrinsic amenity value, it is not agricultural land &amp; is previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that access could be achieved via the existing main access off Wortleys Lane (perhaps with some carriageway widening &amp; highway improvements). The existing access off the A52 is potentially acceptable but, as a point of principle, it would be safer if access were taken from Wortleys Lane. It is possible that, with the loss of some properties fronting the A52, this site could provide a route to a junction onto the A52 from the south-west quadrant of a Boston Distributor Road.</p> <p>The site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb014</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Great Fen Road, Boston								
<b>Site area (Hectares)</b>	17.36	<b>Site capacity at 30 dph:</b>	521	<b>Site capacity at 25 dph:</b>	434	<b>Site capacity at 20 dph:</b>	347	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="text" value="Yes"/>								
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 221 <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="text" value="No"/>								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on historic or natural assets, it would have harmful effects upon the character of the area. If it is considered in isolation, it is unrelated to the town's existing built-up area, and would create an incongruous outlier of development in an area of open countryside character. If it is considered in conjunction with site Wes007, the site would still extend development very much further west than the current extent of the built-up area in this location, in a manner that would be poorly-related to the existing town.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has no intrinsic amenity value, it is grade 2 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site's development would not create traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						

<b>Reference</b>	<b>Wyb015</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Boardsides, Boston			
<b>Site area (Hectares)</b>	3.03 <b>Site capacity at 30 dph:</b>	91 <b>Site capacity at 25 dph:</b>	76 <b>Site capacity at 20 dph:</b>	61 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 41 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on historic or natural assets, it would have harmful effects upon the character of the area - it is separated from the town's built-up area by an edge-of-town business park, and residential development would thus appear poorly related to the existing town.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has no intrinsic amenity value, it is grade 2 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, the site's development would not create traffic problems, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb017</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b>	<input type="checkbox"/>
<b>Address</b>	Land to the south of Swineshead Road, Boston				
<b>Site area (Hectares)</b>	16.53	<b>Site capacity at 30 dph:</b>	496	<b>Site capacity at 25 dph:</b>	413
		<b>Site capacity at 20 dph:</b>	331	<b>Site capacity from planning permissions:</b>	<input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>				
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.				
<b>Achievability</b>	<b>Is the site achievable?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>				
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20)				
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 196 <b>Delivered in yrs 21-25:</b>				
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No <input checked="" type="checkbox"/>				
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on historic or natural assets, it would have harmful effects upon the character of the area - depth development would appear incongruous in an area where residential development is currently frontage only. [N.B. The significance of this issue would be reduced if a major sustainable urban extension is pursued at site Sou006.]</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is relatively accessible to the town's existing services and facilities, &amp; is located adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has no intrinsic amenity value, it is grade 2 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site's development would not create traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>				
<b>Classification</b>	<b>Undevelopable</b>				
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all <input checked="" type="checkbox"/>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m		



<b>Reference</b>	<b>Wyb019</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Low Road, Boston			
<b>Site area (Hectares)</b>	0.46 <b>Site capacity at 30 dph:</b>	14 <b>Site capacity at 25 dph:</b>	12 <b>Site capacity at 20 dph:</b>	9 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be very low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 12 <b>Delivered in yrs 11-15:</b> 2 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on historic or natural assets, it would have harmful effects upon the character of the area - the site is unrelated to the town's built-up area, and it would create an outlier of development in an area with a strongly rural character, to the detriment of that character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has no intrinsic amenity value, it is grade 1 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; the site's development would not create traffic problems, it has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all <input checked="" type="checkbox"/>	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	

<b>Reference</b>	<b>Wyb021</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Tytton Lane East, Boston			
<b>Site area (Hectares)</b>	2.59 <b>Site capacity at 30 dph:</b>	78 <b>Site capacity at 25 dph:</b>	65 <b>Site capacity at 20 dph:</b>	52 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. The owner indicates that the site will not be available before 2016.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 28 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, this site (considered in isolation) is poorly related to the town's existing built-up area, and would extend development into an area with a rural character, to the detriment of that character. It is only if considered together with all undeveloped land bounded by Tytton Lane East, Wyberton Low Road and the A16 (see site Wyb033) that environmental impacts would potentially be acceptable.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, &amp; is located adjacent to the town's existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is grade 1 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb025</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of West End Road, Wyberton			
<b>Site area (Hectares)</b>	12.85 <b>Site capacity at 30 dph:</b>	386 <b>Site capacity at 25 dph:</b>	321 <b>Site capacity at 20 dph:</b>	257 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Two owners, but they are acting together			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high (and flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 20)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> 86 <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, it would have harmful effects upon the character of the area - the site is unrelated to the town's existing built-up area, and would create an outlier of development in an area with a strongly rural character, to the detriment of that character</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is partly grade 1 and partly grade 2 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts and poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb026</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Slippery Gowt Lane, Wyberton								
<b>Site area (Hectares)</b>	3.35	<b>Site capacity at 30 dph:</b>	100	<b>Site capacity at 25 dph:</b>	84	<b>Site capacity at 20 dph:</b>	67	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Planning permission for industrial uses has previously been granted. Nonetheless, there are no known legal or ownership problems. Multiple owners, but they are acting together								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		50						
	<b>Delivered in yrs 11-15:</b>		50						
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, it would have harmful effects upon the character of the area - the site is unrelated to the town's existing built-up area, and would create an outlier of development in an area with a strongly rural character, to the detriment of that character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is partly grade 1 and partly grade 2 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts and poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

<b>Reference</b>	<b>Wyb027</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Wyberton West Road, Wyberton			
<b>Site area (Hectares)</b>	2.42 <b>Site capacity at 30 dph:</b>	73 <b>Site capacity at 25 dph:</b>	60 <b>Site capacity at 20 dph:</b>	48 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 23 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, it would have harmful effects upon the character of the area - development in this location would be unconnected to the town's existing built form, &amp; the site's development would create an outlier of development in an area with a semi-rural character, to the detriment of that character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is grade 1 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts and poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb029</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the north of Low Road, Wyberton			
<b>Site area (Hectares)</b>	1.79 <b>Site capacity at 30 dph:</b>	54 <b>Site capacity at 25 dph:</b>	45 <b>Site capacity at 20 dph:</b>	36 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems. Two owners, but they are acting together			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>			
	<b>Delivered in yrs 6-10:</b>		50	
	<b>Delivered in yrs 11-15:</b>		4	
	<b>Delivered in yrs 16-20:</b>			
	<b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, it would have harmful effects upon the character of the area - development in this location would be unconnected to the town's existing built form, &amp; the site's development would create an outlier of development in an area with a countryside character, to the detriment of that character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses. However, the site has some intrinsic amenity value, it is grade 1 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts and poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb031</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the west of West End Road, Boston			
<b>Site area (Hectares)</b>	7.95 <b>Site capacity at 30 dph:</b>	238 <b>Site capacity at 25 dph:</b>	199 <b>Site capacity at 20 dph:</b>	159 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 125 <b>Delivered in yrs 16-20:</b> 63 <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural and heritage assets, it would have harmful effects upon the character of the area - it is poorly related to the town's existing built form, and its development would create an outlier of development in an area with a countryside character, to the detriment of that character.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has little intrinsic amenity value, it is predominantly grade 2 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts and poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb033</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>					
<b>Address</b>	Land to the north of Tytton Lane East, Boston								
<b>Site area (Hectares)</b>	8.33	<b>Site capacity at 30 dph:</b>	250	<b>Site capacity at 25 dph:</b>	208	<b>Site capacity at 20 dph:</b>	167	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>								
<b>Explanation</b>	Yes								
<b>Explanation</b>	The site is in four separate ownerships, and all have indicated that their land is available for development.								
<b>Achievability</b>	<b>Is the site achievable?</b>								
<b>Explanation</b>	Yes								
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively high (flood mitigation, education & upgrades to the Frampton Water Recycling Centre). Nonetheless, there is a reasonable prospect that it would be developed, although commencement may be delayed by the need for water supply and sewage disposal improvements. Assumed to begin in year 11, and to be completed before year 15.								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 250 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>								
<b>Explanation</b>	Yes								
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its development would not have adverse impacts on natural and heritage assets, &amp; would not have harmful effects upon the character of the area - although the more southern parts of the site have a more rural character, none of it has an open countryside character, as it is visually dominated by the existing neighbouring residential development.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's services, &amp; is located adjacent to the built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has little intrinsic amenity value. However, it is grade 1 agricultural land, is not previously developed, &amp; is adjacent to a potential 'bad neighbour' use (the A16). The road's proximity may impact on the amenities that would be enjoyed by new dwellings at the western end of the site, but it is considered that development on this scale offers opportunities to mitigate such impacts effectively.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston). The Highway Authority indicates that, to serve 250 dwellings on this site, Tytton Lane East would require substantial improvement works (widening and overlaying of the carriageway, the provision of footways, kerbs, drainage and street lighting). 250 dwellings would be too great a number for a single point of access, but there appears to be have been provision made for Stephenson Close to be extended into this site.</p> <p>Despite the issues with site characteristics and transport, the site is considered suitable.</p>								
<b>Classification</b>	<b>Developable (11-15)</b>								
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						



<b>Reference</b>	<b>Wyb034</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land off London Road, Wyberton, Boston			
<b>Site area (Hectares)</b>	42.45 <b>Site capacity at 30 dph:</b>	1274 <b>Site capacity at 25 dph:</b>	1061 <b>Site capacity at 20 dph:</b>	849 <b>Site capacity from planning permissions:</b> <input type="checkbox"/>
<b>Availability</b>	<b>Is the site available?</b>	<b>Yes</b>		
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b>	<b>Yes</b>		
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high (including likely flood mitigation costs). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed before year 25)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> <b>Delivered in yrs 11-15:</b> 400 <b>Delivered in yrs 16-20:</b> 500 <b>Delivered in yrs 21-25:</b> 374			
<b>Suitability</b>	<b>Is the site suitable?</b>	<b>No</b>		
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on heritage assets, it would have harmful effects upon the character of the area - it would introduce an intensive and urban form of development to an area that is currently semi-rural in appearance, &amp; would reduce the physical separation of Wyberton and Kirton. Furthermore, it may have adverse impacts on natural assets, as part of the site is a former orchard &amp; the Lincolnshire Biodiversity Action Plan includes a Habitat Action Plan for traditional orchards.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - although it is located adjacent to the existing built-up area, it is less accessible to the majority of the town's existing services and facilities,</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses, parts of the the site have amenity value, it is predominantly grade 1 agricultural land, &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - although services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it will not create or exacerbate traffic problems, the site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts &amp; poor location.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb035</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input type="checkbox"/>
<b>Address</b>	Land to the south of Old Hammond Beck Road, Boston			
<b>Site area (Hectares)</b>	2.08 <b>Site capacity at 30 dph:</b>	62 <b>Site capacity at 25 dph:</b>	52 <b>Site capacity at 20 dph:</b>	42 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 50 <b>Delivered in yrs 11-15:</b> 12 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input type="checkbox"/> No			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural or heritage assets, it would have harmful effects upon the character of the area - it would introduce an intensive and urban form of development to an area that is currently rural in appearance.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure (although it is located within the Boston Woods Project area of search).</p> <p><b>LOCATION</b> - it is located adjacent to the existing built-up area, &amp; is accessible to the majority of the town's existing services and facilities.</p> <p><b>SITE CHARACTERISTICS</b> - although there are no nearby 'bad neighbour' uses &amp; the site has no intrinsic amenity value, it is grade 2 agricultural land &amp; is not previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, it will not create or exacerbate traffic problems, &amp; the site has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts.</p>			
<b>Classification</b>	<b>Undevelopable</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb039</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>					
<b>Address</b>	Land to the south of St Leodegar's Close, Boston								
<b>Site area (Hectares)</b>	5	<b>Site capacity at 30 dph:</b>	150	<b>Site capacity at 25 dph:</b>	125	<b>Site capacity at 20 dph:</b>	100	<b>Site capacity from planning permissions:</b>	<input type="text"/>
<b>Availability</b>	<b>Is the site available?</b>		<b>Yes</b>						
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
<b>Achievability</b>	<b>Is the site achievable?</b>		<b>Yes</b>						
<b>Explanation</b>	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low (although flood mitigation costs are likely). If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15)								
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b>								
	<b>Delivered in yrs 6-10:</b>		50						
	<b>Delivered in yrs 11-15:</b>		50						
	<b>Delivered in yrs 16-20:</b>								
	<b>Delivered in yrs 21-25:</b>								
<b>Suitability</b>	<b>Is the site suitable?</b>		<b>No</b>						
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - although its development would not have adverse impacts on natural or heritage assets, it would have harmful effects upon the character of the area - the site's development would extend development into an area with a strongly rural character, to the detriment of that character. Furthermore, it would erode the open, undeveloped countryside that currently separates Boston from Kirton.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - although it is located adjacent to the existing built-up area, it is less accessible to the majority of the town's existing services and facilities.</p> <p><b>SITE CHARACTERISTICS</b> - the the site has no intrinsic amenity value. However, it is best and most versatile agricultural land, is not previously developed land, and is adjacent to the A16 which may impact upon the amenities that would be enjoyed by new dwellings.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it is unlikely to create or exacerbate traffic problems. The site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Unsuitable, due to adverse environmental impacts, &amp; poor location.</p>								
<b>Classification</b>	<b>Undevelopable</b>								
<b>Flood risk</b>	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

<b>Reference</b>	<b>Wyb040</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>
<b>Address</b>	Disused petrol station, London Road, Boston			
<b>Site area (Hectares)</b>	0.26	<b>Site capacity at 30 dph:</b>	8	<b>Site capacity at 25 dph:</b>
			6	<b>Site capacity at 20 dph:</b>
			5	<b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be moderate/high (including site clearance/decontamination & flood mitigation costs). The site is too small to be allocated, but there is a reasonable prospect that it will be developed (assumed to begin in year 8, and be completed before year 10)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 8 <b>Delivered in yrs 11-15:</b> <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its redevelopment would not have adverse impacts on historic or natural assets, and would not have harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p><b>LOCATION</b> - it is accessible to the town's existing services and facilities, and is located within to the existing built-up area.</p> <p><b>SITE CHARACTERISTICS</b> - the site has no intrinsic amenity value, it is not agricultural land &amp; is previously developed land. However, it is located adjacent to industrial uses which may impact upon the amenities that would be enjoyed by any new dwellings.</p> <p><b>TRANSPORT</b> - it is unlikely to cause or exacerbate traffic problems, services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it has the potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with site characteristics, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (06-10)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

<b>Reference</b>	<b>Wyb041</b>	<b>Settlement:</b>	Boston	<b>Phase two SHLAA sites</b> <input checked="" type="checkbox"/>
<b>Address</b>	291-293 London Road, Boston			
<b>Site area (Hectares)</b>	1.38 <b>Site capacity at 30 dph:</b>	41 <b>Site capacity at 25 dph:</b>	34 <b>Site capacity at 20 dph:</b>	28 <b>Site capacity from planning permissions:</b>
<b>Availability</b>	<b>Is the site available?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
<b>Achievability</b>	<b>Is the site achievable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be moderate/high (site clearance/decontamination, education & flood mitigation costs). Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15)			
<b>Assumed delivery rate</b>	<b>Delivered in yrs 1-5:</b> <b>Delivered in yrs 6-10:</b> 24 <b>Delivered in yrs 11-15:</b> 17 <b>Delivered in yrs 16-20:</b> <b>Delivered in yrs 21-25:</b>			
<b>Suitability</b>	<b>Is the site suitable?</b> <input checked="" type="checkbox"/> Yes			
<b>Explanation</b>	<p>The site is in scale with the 6,111 dwellings which the emerging Local Plan seeks to be developed in Boston.</p> <p><b>ENVIRONMENTAL IMPACTS</b> - its redevelopment would not have adverse impacts on historic or natural assets, and would not have harmful effects upon the character of the area.</p> <p><b>INFRASTRUCTURE</b> - although it will not place undue burdens on existing infrastructure, the site is in use (and is allocated) as employment land. However, the Employment Land Technical Paper concludes that the site should not be allocated for employment use.</p> <p><b>LOCATION</b> - although it is located within the town's built-up area, it is less accessible to the majority of the town's existing services and facilities than are alternative sites.</p> <p><b>SITE CHARACTERISTICS</b> - there are no nearby 'bad neighbour' uses, the site has no intrinsic amenity value, it is not agricultural land &amp; is previously developed land.</p> <p><b>TRANSPORT</b> - services &amp; facilities are potentially accessible on foot, &amp; by bicycle &amp; public transport, &amp; it is unlikely to create or exacerbate traffic problems. The site has no potential to contribute directly to the delivery of a Boston Distributor Road (i.e. It is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston).</p> <p>Despite the issues with infrastructure impacts and its location, the site is considered suitable.</p>			
<b>Classification</b>	<b>Developable (11-15)</b>			
<b>Flood risk</b>	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	