

# RESPONSE TO BASTON PARISH COUNCIL COMMENTS

## Land Fronting Deeping Road, Baston

- 1.1 Thank you for your time in meeting with us in December 2025 to discuss our proposals at Land Fronting Deeping Road. Set out below are responses to the comments and queries provided to us in February 2026 in response to our consultation.
- 1.2 Within Table 1 below, a response has been provided to the comments raised by the Parish Council, to offer greater clarity of proposals, as well as identifying the relevant documentation where further information is available.

**Table 1.** Response to Baston Parish Council

<b>Baston Parish Council Comment</b>	<b>Response within Outline Application</b>
<p><b>Proportionate scale of development to Baston which can be served by existing infrastructure</b></p>	<p>The proposed development of approximately 283 dwellings reflects the expected housing delivery within draft Policy SKPR-319 <i>Land Fronting Deeping Road</i> within the emerging Local Plan.</p> <p>The scale of the proposed development will allow for a greater housing mix to be provided, to deliver a greater number of family homes as well as affordable housing (30%) for new and local residents. Additionally, a substantial amount of public open space will be delivered to create new walking and cycling routes, with approximately 45% of the total site area to be provided undeveloped.</p> <p>In addition to the above, through the consultation to the planning application, statutory consultees, including the Parish Council, will be able to request financial contributions to be provided within the Section 106 agreement. These financial contributions will need to be reflective of the scale of the development, and the infrastructure needs of Baston and South Kesteven generated by the proposed development.</p> <p>Further information is provided within the Planning Statement prepared by Boyer.</p>
<p><b>The site has previously been rejected due to overloaded sewerage system, how will this be rectified.</b></p>	<p>We understand the Parish Council's concern regarding sewerage capacity.</p> <p>A request for pre-application advice was made to SKDC in December 2025 which consulted with Anglian Water in regard to wastewater treatment, with comments being addressed within the Flood Risk Assessment. Through the outline planning application, Anglian Water will continue to be engaged with to resolve any further technical</p>

	<p>matters. Where there are capacity concerns, the site will not be able to come forward until these have been addressed. Typically, this is only considered in more detail by Anglian Water once planning permission is granted, following which they are under a legal obligation to provide capacity.</p> <p>Further details in regard to the drainage proposals are available within the Flood Risk Assessment prepared by RSK.</p>
<p><b>Details of access to the site for turning north and south</b></p>	<p>The primary access to the site will be taken from the A15 and will be delivered in the form of a ghost island T-junction to ensure there is safe access for vehicles making a right turn into the site. The primary access will be supported by a secondary access which will be provided at Greatford Road in the form of a T-junction. We are proposing that the existing 40mph speed limit on the A15 will be relocated further south on the A15 due to the proximity of the speed limit change to the access to the site.</p> <p>In addition to vehicular access, pedestrian and cycle access will also be provided to encourage active means of travel and reduce dependence on vehicles. Enhancements will also be made to the existing pedestrian infrastructure to support safe access to the village of Baston from the site. This will include an improved pedestrian refuge crossing point south of the junction with Maltby Drive onto the A15, as well as a new crossing refuge adjacent to School Lane on Main Street.</p> <p>This approach is considered appropriate and is supported by the Local Highway Authority (Lincolnshire County Council). Further details of the access arrangements are provided within the Transport Assessment prepared by Bancroft Consulting.</p>
<p><b>Details of proposed road infrastructure to Greatford Road</b></p>	<p>In regard to Greatford Road, a secondary vehicle access will be provided in the form of a new T-junction designed in accordance with local standards for residential access. Since previous iterations of the proposed layout, the vehicular access from Greatford Road in to the site has been relocated further east, to ensure there is sufficient visibility from the junction with King Street.</p> <p>The access off Greatford Road will include the provision of a new 2m wide footway which will extend along the southern edge of Greatford Road to connect with the existing infrastructure to the east. Furthermore, the existing footway on the north of Greatford Road will be extended east to provide access to bus stops and the existing signalised crossing on the A15.</p>

	<p>Further details in relation to the proposed access infrastructure on Greatford Road is available within the Transport Assessment prepared by Bancroft Consulting.</p>
<p><b>Greatford Road / A15 / Main Street junction improvements</b></p>	<p>The existing layout of the junction at Greatford Road / A15 / Main Street has been assessed using PICADY (Priority Intersection Capacity and Delay) modelling, a standard junction modelling tool.</p> <p>The traffic generated from the proposed development, would only increase the number of movements at this junction by 0.8%, and thus there is no justification for improvements to this junction due to the increases in movements from the proposed development.</p> <p>Notwithstanding this, the existing box junction and its ability to accommodate a signal controlled junction has been explored and considered. The exercise found that the junction is tightly bound by properties in each corner of the junction, severely limiting the potential to widen the junction and its intervisibility without obtaining Compulsive Purchase Orders to remove existing buildings. The final layout of the junction would also be required to operate with each arm running independently under its own green signal, which would increase the queuing time for vehicles at the junction on multiple arms. Therefore, due to the physical constraints and increase in queuing times for vehicles, the provision of a signal controlled junction would not be supported by the Highway Authority.</p> <p>To respond to existing desire lines and opportunities to enhance wider connectivity, , enhancements will be made to the existing pedestrian infrastructure to connect the site to the village of Baston. This will include an improved pedestrian refuge crossing point south of the junction with Maltby Drive on the A15. This will also be supported by a new refuge crossing facility adjacent to Main Street/School Lane junction plus tactile crossing at a number of existing crossing points along the northern edge of Main Street</p> <p>In addition to the proposed enhancements, any further necessary contributions to sustainable travel measures and or highways infrastructure improvements will be discussed with Lincolnshire County Council to ensure impacts deriving from the proposed development are mitigated for.</p> <p>Further details are available within the Transport Assessment prepared by Bancroft Consulting.</p>

<p><b>Pedestrian and cycle infrastructure connecting the site to the village east of the A15</b></p>	<p>It is proposed the existing Public Rights of Way (PRoW) Bast/2/3, Bast/2/2, and Bast/2/1 will be retained through the proposed development, including the connections to Grea/7/1 to the west and Bast/3/1 to the east are maintained.</p> <p>In addition to the existing PRoW, new and enhanced pedestrian access to the village will also be provided through the proposals. These will be delivered in order to encourage active means of travel and reduce dependence on vehicles. Enhancements will also be made to the existing pedestrian infrastructure to support safe access to the village of Baston from the site. This will include an improved pedestrian refuge crossing point south of the junction with Maltby Drive onto the A15, as well as a new crossing refuge adjacent to School Lane on Main Street. Additionally, a number of dropped kerbs and tactile paving will be provided to existing crossings on the walking route through Main Street to the primary school.</p> <p>Additionally, within the accompanying Travel Plan further measures will be provided to create safe access for pedestrians and cyclists once the development and enhancements have been built out. We have proposed that walking and cycling clubs will be created to form safe groups for active travel, such as walking to school or cycling to work.</p> <p>Further details of improvements to the off site cycle and pedestrian infrastructure are provided within the Transport Assessment and Travel Plan prepared by Bancroft Consulting.</p>
<p><b>Access to King Street</b></p>	<p>During the pre-application discussions, several options for the provision of new vehicular access were presented to Lincolnshire County Council (LCC) as the Local Highway Authority. It was considered by LCC Highways, that the most appropriate access option to the site is through the creation of a ghost island T-junction from the A15 with a second access in the form of a T-junction from Greatford Road.</p> <p>To ensure access to the Public Right of Way (PRoW) to the west of King Street (reference: Grea/7/1) is retained, the existing PRoW will be maintained and enhanced through the proposed development. Footways Bast/2/3, Bast/2/2, and Bast/2/1 will continue to extend through the site (east to west), and as demonstrated within the Development Framework Plan prepared by Boyer. The footway will be enhanced through the creation of a 30m Green Corridor around it. This will feature additional areas of play and improvements to the footpath to ensure it is accessible for all users. The access from Bast/2/3 to King Street will remain to connect with the wider PRoW network.</p>

	<p>Further details are available within the Transport Assessment prepared by Bancroft Consulting.</p>
<p><b>Greatford Road 7.5 Ton weight limit</b></p>	<p>The weight limit of Greatford Road limiting traffic to a maximum weight of 7.5 tonnes is acknowledged and will be considered in the detailed stages of the project. The primary access to the site will be taken from the A15 in order to minimise the use of Greatford Road and the impact on its residents.</p> <p>Following any grant of planning permission, a Construction and Environmental Management Plan will be provided to SKDC prior to the commencement of development. This will detail the access to the site for construction traffic, in addition to other measures and controls to minimise dust, noise, and protection measures in place for the environment.</p>
<p><b>Concerns of surface water flooding</b></p>	<p>Through the preparation of the planning application and within the request for pre-application advice, the Lead Local Flood Authority (LLFA), Welland and Deepings IDB (Internal Drainage Board), and the Environment Agency (EA) have been consulted with.</p> <p>In the preparation of the proposed development, the EA were consulted with regard to the Flood Risk Map and the identification of partial areas of the site as Flood Zone 3. This has since been confirmed by the EA as an error, and the entirety of the site is within Flood Zone 1.</p> <p>Further to this, the proposed development will provide sustainable drainage features in the form of basins, swales, and rain gardens to reduce the risk of surface water flooding. As agreed with the LLFA and the IDB through pre-application discussions, the proposed development will meet the existing greenfield runoff rates for water being discharged from the site which means that once the site is built, rainwater will leave the site at the same slow, natural rate as it does now.</p> <p>Further details of the Drainage Strategy and information in regard to flood risk is provided within the Flood Risk Assessment and Drainage Strategy prepared by RSK.</p>
<p><b>Education infrastructure</b></p>	<p>It is acknowledged within the accompanying Planning Statement that there is currently one local authority controlled primary school within the settlement.</p> <p>Wates are committed to providing proportionate and necessary contributions to offset the impact of the proposed development, including contributions towards education such as early years, primary</p>

	<p>and secondary education, post-16, and SEND education facilities. Agreed contributions will be detailed within a Section 106 agreement.</p> <p>The need for any contributions towards education provision will be discussed with Officers and consultees during the course of the determination period.</p>												
<p><b>Transport impact on the A15 and congestion</b></p>	<p>The below table sets out the number of trips arriving and departing generated by the proposed development in the morning peak time (0800 – 0900 hours) and the evening peak time (1700 – 1800 hours):</p> <table border="1" data-bbox="528 701 1430 826"> <thead> <tr> <th></th> <th>Arrive</th> <th>Depart</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Morning Peak</td> <td>33</td> <td>143</td> <td>176</td> </tr> <tr> <td>Evening Peak</td> <td>87</td> <td>38</td> <td>125</td> </tr> </tbody> </table> <p>Throughout the day (0700 – 1900 hours), a total of 592 movements will arrive at the site, and 595 movements will be made departing the site. The Transport Assessment provides breakdown within Table 7 of the hourly movements generated by the proposed development.</p> <p>Of the total movements, it is expected that 10% of development traffic will utilise the eastern access to travel on the A15 northbound, and 60% of development traffic will utilise the A15 southbound. The remaining 30% of traffic will utilise the access at Greatford road, with 25% travelling west to King Street, and 5% travelling east to the junction at the A15. Overall, only 15% of total traffic generated by the proposed development will utilise the junction at the A15 and Greatford Road. Following modelling of traffic, we have concluded that the proposed development will cause a minimal change in capacity levels.</p> <p>Further details are available within the Transport Assessment prepared by Bancroft Consulting.</p>		Arrive	Depart	Total	Morning Peak	33	143	176	Evening Peak	87	38	125
	Arrive	Depart	Total										
Morning Peak	33	143	176										
Evening Peak	87	38	125										
<p><b>Healthcare infrastructure</b></p>	<p>Utilising the NHS online service, the following practices within 5 miles of the site have stated they are accepting new patients:</p> <ul style="list-style-type: none"> <li>• The Deepings Practice</li> <li>• Hereward Medical Centre</li> <li>• Bourne Galletly Practice Team</li> </ul> <p>Additionally, the Ginton Surgery within 8 miles of the site is also accepting new patients from this location. Within the response made by the NHS Lincolnshire Integrated Care Board (ICB) to the application at Langtoft (reference: S25/2450) one mile south of the Land Fronting Deeping Road, it was confirmed there are currently no waiting lists for patients.</p>												

	<p>Further to the above, the NHS Lincolnshire ICB will have the opportunity to comment and make a request for contributions towards care provision through the outline planning application. Wates are committed to agreeing to any necessary planning contributions to ensure the impacts of the proposed development on existing infrastructure are mitigated for.</p>
<p><b>Affordable housing provision</b></p>	<p>As per the Affordable Housing Statement within the Planning Statement, Wates Developments are committed to providing 30% affordable housing which will be secured within the legally binding Section 106 agreement. The details of the mix and tenure of the affordable housing will be agreed with the housing officers, and be reflective of the needs of Baston and SKDC. If there is a specific affordable housing need which Baston Parish Council are aware of or a local desire for a mix and size of properties, these views would be welcomed to be considered in combination with the comments from housing officers at SKDC.</p>
<p><b>Housing Mix</b></p>	<p>In regard to the current housing stock within Baston, we have acknowledged that there is a local desire for smaller, and more affordable homes for young families.</p> <p>This planning application is made in outline only, and therefore the mix of housing is not to be determined until a future reserved matters application. The specific tenure and mix of affordable housing will be discussed with housing officers, alongside a review of the most up to date housing needs evidence through the future reserved matters planning application.</p> <p>Further information is provided within the Planning Statement prepared by Boyer.</p>
<p><b>Cumulative development impact</b></p>	<p>The site has been considered by SKDC in the preparation of the emerging Local Plan, which proposes to allocate the entirety of the site. Throughout the preparation of the Local Plan, officers consider the impacts of the proposed development in combination with the growth across the district and how growth will be provided in a sustainable manner.</p> <p>In relation to Highways, within the Transport Assessment, it is concluded that the impact caused by the proposed development in isolation would not materially change the predicted operation of the local road network. Furthermore, it is stated that the proposed development would not result in a severe residual cumulative impact on the road network.</p>

	<p>In relation to the impact on the risk of flooding and drainage, the proposed development will meet the existing runoff rate of greenfield land once the development has been built out. Therefore, there would not be an increase in flood risk on site or the wider area caused by the proposed development.</p>
--	--