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To: East Lindsey District Council

Application Ref: N/133/01413/21

Proposal: **Erection of 198no. dwellings with associated garages and construction of a vehicular and pedestrian access**

Location: **Land at Ludborough Road, North Thoresby, Grimsby, Lincolnshire, DN36 5RF**

With reference to the above application received 6 July 2021

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

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

CONDITIONS (INCLUDING REASONS)

This site is allocated in the East Lindsey Local Plan. It is located approximately 400 metres from the centre of North Thoresby and the site is approximately 10.42 hectares.

The site will be accessed via a simple priority T junction on Ludborough Road, which at the point of proposed access is presently a 50mph road. The current 30mph limit starts approximately halfway along the site's frontage. We request a S106 contribution of £2,800 to extend the 30mph speed limit Traffic Regulation Order to encompass the site access.

Visibility splays exceed Manual for Streets guidance in both directions. There are no recorded accidents within the vicinity of the proposed site access. Ludborough Road is a two way single carriageway which measures 6 metres in width.

A Transport Assessment has been submitted to support the application, which concludes that when modelling for the worst case scenario, the vehicle movements associated with the development can be accommodated on the highway network and are not expected to have a severe impact, in accordance with the National Planning Policy Framework.

The site is within easy walking distance of the village centre, facilities and amenities. The eastern

boundary of the site is formed by the rear gardens of residential properties of Highfield Road and Highfield Close and the western boundary borders the A16 and the northern boundary borders the Primary School, cricket ground and the rear of some properties on High Street, and as such pedestrian connectivity is only possible via Ludborough Road. The footway on Ludborough Road currently terminates at Mumby Close. LCC Officers have met with the Planning Officer and developer to agree a scheme to construct a footway between Mumby Close and the south-eastern corner of the site to connect to the internal site footway network.

We request that bus stops be provided on both sides of Ludborough Road with pedestrian access from the site.

A ground investigation report has been submitted to support the application, which demonstrates that the site is not suitable for direct infiltration to ground as a means of surface water disposal. The site sits approximately 1.0m lower than the A16 to the west and 0.5m lower than Ludborough Road to the south. Internally, the site slopes from the north-western corner to the south-eastern boundary.

There is an existing ditch running alongside the western boundary and southern boundary. On-site investigations have confirmed that the southern ditch has a viable outlet and connects to the existing piped highway drainage system in Ludborough Road.

It is proposed to mimic the greenfield conditions, utilising this natural fall across the site, to discharge to the southern boundary ditch at restricted greenfield run-off rate, 17l/s.

The proposed surface water drainage strategy utilises a series of sustainable drainage measures; permeable block paved private driveways, underdrained swales and filter strips for highway run off and an online balancing pond to provide additional attenuation capacity. The strategy has been designed for a 1:100 year event + 40% uplift for climate change.

It is anticipated that the surface water system including the under-drain to the swales will be included in a section 104 adoption agreement with Anglian Water. It is anticipated that the grassed surface part of the swales will be included in a section 38 adoption agreement with Lincolnshire County Council. It is anticipated that the balancing pond will either be included in the Public Open Space area or adopted by a private management company.

The site has been designed in accordance with Manual for Streets principles; providing permeability, street typology to reflect hierarchy, tree lined streets, SuDS and active travel leisure routes.

Adequate car parking is proposed for each dwelling in accordance with LCC guidance.

A Travel Plan has been submitted to support the planning application and its contents are still under discussion by the Highway Authority and the applicant. We recommend that the below Travel Plan condition is applied to the granting of planning permission, to enable a revised Travel Plan to be submitted and approved in advance of any occupation of the site.

We request that a Construction Management Plan and SuDS Method Statement is conditioned.

Highway Condition 00

No development shall take place until a Construction Management Plan and Method Statement

has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development.

The Construction Management Plan and Method Statement shall include;

- phasing of the development to include access construction;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- wheel washing facilities; and
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction and to ensure that suitable traffic routes are agreed.

Highway Condition 21

No part of the development hereby permitted shall be occupied before the works to improve the public highway (by means of providing a footway between the site and the existing provision on Ludborough Road at the junction of Mumby Close and providing two bus stops on Ludborough Road at the site frontage) have been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Informative 07

The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority.

Highway Condition 26

Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

Highway Condition 27

The permitted development shall not be occupied until those parts of the Travel Plan, to be submitted and approved, that are identified therein as being capable of implementation before occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented for as long as any part of the development is occupied.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

Highway Condition 29

The permitted development shall be undertaken in accordance with an Estate Road Phasing and Completion Plan, which shall first be approved in writing by the Local Planning Authority. The Plan shall set out how the construction of the development will be phased and standards to which the estate roads on each phase will be completed during the construction period of the development. Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
 - provide flood exceedance routing for storm event greater than 1 in 100 year;
 - provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
 - provide attenuation details and discharge rates which shall be restricted to 17 litres per second;
 - provide details of the timetable for and any phasing of implementation for the drainage scheme;
- and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Highway Informative 05

All roads within the development hereby permitted must be constructed to a satisfactory engineering standard. Those roads that are to be put forward for adoption as public highways must be constructed in accordance with the Lincolnshire County Council Development Road Specification that is current at the time of construction and the developer will be required to enter into a legal agreement with the Highway Authority under Section 38 of the Highways Act 1980. Those roads that are not to be voluntarily put forward for adoption as public highways, may be subject to action by the Highway Authority under Section 219 (the Advance Payments code) of the Highways Act 1980. For guidance please refer to <https://www.lincolnshire.gov.uk>

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works.

For further guidance please visit our website via the following links:

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

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

S106 Contributions

We request £2,800 for a Traffic Regulation Order to extend the 30mph speed limit on Ludborough Road.

We request £1,000 per annum for 5 years for formal Travel Plan monitoring.

Case Officer:

Date: 30 June 2022

Becky Melhuish

**for Warren Peppard
Head of Development Management**