

LINCOLNSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Kesteven District Council

Application number: S22/0683

Application Type: Full

Proposal: Demolition of existing buildings and erection of 43 unit retirement living facility, car parking, access, landscaping and ancillary development

Location: Priory Road, Stamford

Response Date: 7 December 2022

This report includes the Substantive response of the Local Highway and Lead Local Flood Authority to a planning consultation received under the Development Management Order and includes details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement.

General Information and Advice

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

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Highway and Lead Local Flood Authority Report

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Recommendation: No objection subject to planning conditions as detailed below.

Introduction/Site Location

This is an application to demolish existing vacant storage and workshop buildings off Priory Road, to be replaced by a 43-unit retirement living facility. This will comprise 23 no. 1 bedroom apartments and 20 no. 2 bedroom apartments.

Existing Conditions

The site is located approximately 600m east of the town centre and is bound to the north by Priory Road (which sits at a higher level than the site), to the south by allotments and the River Welland, to the east by a car garage/showroom and to the west by St Leonards Priory. The site is served by an existing access off Priory Road, which immediately joins the roundabout at Uffington Road. The site frontage comprises a mature hedgerow. The site falls from north to south, towards the river.

Highway safety

Priory Road is a single carriageway that measures approximately 5.5m in width and is subject to a 30mph speed limit. There are no waiting restrictions on the northern side of Priory Road. Approximately 20m west of the site access, Priory Road meets the roundabout which connects to Uffington Road and the Morrisons supermarket.

Analysis of Personal Injury Accident data from 2016 – 2020 finds two slight incidents on the roundabout. This does not demonstrate a pattern which would cause concern for highway safety.

Priory Road benefits from a formal footway connection on the northern side, which connects to the town centre and provides access to the supermarket.

The applicant proposes to improve the pedestrian crossing point on the western arm of Uffington Road roundabout, by means of providing an uncontrolled tactile crossing on both footways and the central refuge.

As part of the development proposals, the existing access onto Priory Road will be improved, by introducing a bellmouth geometry and widening to 5m. The access benefits from adequate visibility splays, in accordance with Manual for Streets guidance, and vehicle swept path tracking demonstrates that the new access will serve two-way vehicular movements.

A Stage 1 Road Safety Audit has been completed for the proposed improvements to both the pedestrian crossing point and the access.

Highway capacity

The existing site is currently vacant, however the fall-back use of the site as industrial buildings and activities will have a significant number of HGV movements associated with it. The proposed development is expected to produce 6 trips in the AM peak, 5 trips in the PM peak and a total of 69 trips across a daily period. This equates to one trip every 10 minutes during the AM peak and one trip every 12 minutes in the PM peak.

There is no precise definition of "severe" with regards to NPPF Paragraph 109, which advises that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." Planning Inspector's decisions regarding severity are specific to the locations of each proposal, but have common considerations:

- The highway network is over-capacity, usually for period extending beyond the peak hours
- The level of provision of alternative transport modes
- Whether the level of queuing on the network causes safety issues

In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

Site Layout

The development site incorporates 31 car parking spaces for use by staff, residents and visitors. This is determined to be an appropriate level of car parking provision and should not cause any overspill car parking onto the existing highway network.

Parking for the allotments has also been designed into the scheme.

Refuse storage is situated within the building and refuse collection will take place within the site curtilage. The applicant has provided vehicle swept path analysis which demonstrates a refuse vehicle can manoeuvre within the site and access and egress onto Priory Road in a forward gear.

Access to the Public Right of Way to the west and south of the site will not be impacted.

Flood Risk and Drainage

The proposed surface water drainage strategy utilises permeable parking bays, with attenuation in the form of an underground crate system, with soakaways providing discharge via infiltration direct to ground.

Off-Site Improvements

The applicant has proposed improvements to the pedestrian crossing point on the western arm of the roundabout, on Uffington Road, to include tactile paving.

We also request that the applicant upgrade the Public Right of Way Stam/1163/1 with a surface of crushed stone, as it will see intensified use as a result of the development.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all 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 (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

Reason: In the interests of the safety and free passage of those using the adjacent public highway and 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.

Highway Condition 21

No part of the development hereby permitted shall be occupied before the works to improve the public highway, in accordance with Drawing 508.0032.004 Rev A, dated September 2021, 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.

Informatives

Highway Informative 03

The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on our website, accessible via the following link:
<https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.

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.

For further guidance please visit our website;

www.lincolnshire.gov.uk/highways-planning/works-existing-highway

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences 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 link: Traffic Management -

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

Officer's Name: Becky Phillips-Melhuish

Officer's Title: Growth Manager (Planning Advice)

Date: 7 December 2022