

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

**District: East Lindsey District Council**

**Application number: S/175/02585/21**

**Application Type: Outline with all matters reserved**

**Proposal: Outline erection of up to 125no. dwellings.**

**Location: Station Farm, Sleaford Road, Tattershall, Lincoln, LN4 3EH**

**Response Date: 14 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 the planning conditions listed below.

### **Comments:**

#### **Introduction/Site Location**

This is an outline application with all matters reserved.

The proposed site is approximately 11.2ha and is presently the base for Harvey Bros Livestock Ltd. The site currently comprises a large arable field which is approximately 8.6ha, smaller pasture fields and paddocks, livestock buildings, a dwelling and a yard, from which operates a fleet of 44 tonne articulated vehicles and other commercial vehicles, trailers and agricultural equipment.

This application seeks to gain planning permission for up to 125 dwellings on the site.

#### **Existing Conditions**

The site is accessed directly from Sleaford Road.

The site is in a sustainable location within the village, with all facilities in Tattershall and Coningsby being within a 2km radius. The nearest primary school is situated 1.4km from the site, and the secondary school is 2km from the site.

There are regular commercial bus services and school buses from the Market Place.

Sleaford Road is subject to a 50mph speed limit, and benefits from a speed camera.

There is a footway on the southern side of Sleaford Road, which provides pedestrian access between Coningsby and Tattershall Bridge. On the northern side of Sleaford Road, there is a footway between Castlefields and the village centre.

There are presently two vehicular accesses to the site for Harvey Bros Livestock Ltd. Access is not a matter for consideration as part of this application, however the applicant has indicated that they expect that the access in the south-eastern corner will be retained and improved to serve the residential development, and the access in the south-western corner will be stopped up.

#### **Highway safety**

The applicant has commissioned speed surveys to support this planning application.

Sleaford Road has a speed limit of 50mph and is an A road, however due to factors including the frequency of junctions, alignment of the road and driver behaviour; visibility in

accordance with Manual for Streets is deemed appropriate rather than visibility set out in Design Manual for Roads and Bridges (DMRB) which are Department for Transport standards for Trunk Roads.

The recorded 85<sup>th</sup> percentile speeds on Sleaford Road were 49.7mph eastbound and 50.6m southbound.

In accordance with Manual for Streets, the applicant can achieve a visibility splay of 2.4 x 92m from the indicated point of access, which will be subject to a further reserved matters/detailed particulars application.

The applicant has also investigated Personal Injury Accident (PIA) data in the site vicinity, for a 5 year period. This demonstrated 10 recorded PIAs – 1 serious incident and 9 slight incidents. There was no pattern to these PIAs to indicate a highway safety concern.

### **Highway capacity**

Junction capacity assessments have been undertaken for the proposed site access onto Sleaford Road, and the existing junction of Market Place/ Sleaford Road/ High Street, forecasting for a 5 year period until 2027. This demonstrated that all junctions are expected to operate well below capacity when including trip generation from the development. The existing site generates approximately 30 two-way HGV and agricultural movements per day during the harvest season. These movements would be removed from the network, from this site, as a result of the development proposals.

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**

As this is an outline application with layout as a reserved matter, these comments relate to the indicative layout submitted.

The applicant has not indicated the expected dwelling sizes on the site, and parking provision must be considered accordingly when this detail is determined.

We note that in the supporting statement, the applicant proposes the use of different street types within the development, based on their anticipated use, which is encouraged.

Considering the site context, it is unlikely that 6m wide carriageways with footways on both sides will be required throughout the site. We welcome pre-application discussion with the applicant in advance of any reserved matters/ detailed particulars application/s to discuss street layout and geometry and source control SuDS.

In accordance with NPPF, streets within the site should be tree lined.

We welcome the permeability of the indicative layout and the integration of the SuDS within the green spaces and leisure walking routes.

We request that the applicant consider providing bus stops within the site, which can be discussed as part of subsequent planning applications.

Footway connections should be provided from the site to the West Drive to the north-east and the picnic site footway to the west.

### **Flood Risk and Drainage**

As this is an outline planning application with all matters reserved, further discussion will be required as part of subsequent applications regarding surface drainage proposals at a street-by-street level.

As an overall site, the proposed drainage strategy has been designed to a 1:100 event with a 40% uplift to allow for climate change, plus a 10% uplift to accommodate urban creep, and the indicative site layout plans demonstrate sufficient space allowed for the attenuation required.

Surface water discharge has been agreed with the IDB to their drain to the north at 11.5l/s. We have included a suggested surface water drainage condition, which requires the applicant to submit further information for the design and ongoing management and maintenance of the surface water drainage system for the lifetime of the development. We understand that the land directly north of the site, before the IDB maintained drain, is currently owned by the applicant, and that the maintenance responsibility for the smaller drain in this area is the applicant's responsibility. This smaller drain must form part of the site surface water drainage strategy and maintenance schedule, and must be covered by the suggested condition.

### **Off-Site Improvements**

If access to the site will be served from the east, as presently indicated, the applicant will be required to stop up the existing access to the west.

Given the sustainable location of the site in relation to the village centre, good pedestrian and cyclist provision to services and facilities is vital. The applicant has proposed a footway link between the site entrance and the existing footway provision at the junction of Castlefields.

Cyclists currently use the footways along Sleaford Road given the nature of traffic movements on the road. These footways are not intended for cyclist use and are not wide enough to comfortably accommodate these movements alongside pedestrian movements. We request that a shared segregated path for pedestrians and cyclists be provided between the site and the village centre. This will require new infrastructure between the site entrance and the junction of Castlefields, and upgrading of the existing infrastructure between the junction of Castlefields and the village centre.

We have noted in the responses of residents to ELDC related to this planning consultation requests for a zebra crossing on the A153. Unfortunately, this location does not meet LCC policy for a zebra crossing.

### **Planning Conditions:**

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

#### **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 (temporary or permanent) 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 shared, segregated footway/cycleway between the site entrance and the village centre (Market Place/ Sleaford Road/ High Street junction), 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 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 approved Travel Plan 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 11.5 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/ no part of the development 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.

### **Informatives**

#### **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 an acceptable 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 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](http://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>

### **S106 Contributions**

We request that the applicant enter into a S106 Agreement for £1,000 per annum for 5 years for effective monitoring of the Travel Plan.

**Officer's Name: Becky Phillips-Melhuish**

**Officer's Title: Growth Manager (Planning Advice)**

**Date: 14 December 2022**