

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

District: South Kesteven District Council

Application number: S22/1636

Application Type: Full - Major

Proposal: Restoration of the Walled Garden to become a new visitor destination. Works to include restoration of the Gardener's House and ancillary buildings to become a ticket office, cafe, kitchen, toilets and education centre. Restoration of an existing log store and used as a gardener's

Mess. The buildings will be heated using ground source heat pumps and LPG. Creation of new visitors' carpark with associated access and exit drive, including a new junction onto the A607. Creation of a network of pedestrian footpaths to provide access between the carpark and the Walled Garden as well as the wider landscape. Change of use of arable agricultural field to meadows and wood pasture, including creation of new play area

Location: Harlaxton College, Harlaxton Manor, Harlaxton Road, Grantham

Response Date: 10 May 2023

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.

Please note that although the Definitive Map and Statement proves the existence of any recorded rights of way, there may be further or higher rights that are not shown on this document that the County Council is not currently aware of. This would be especially relevant where the public has had informal access to the site or where there are references to routes across this in maps or other historic documents. As the County Council has received no application to recognise further rights of way affecting the site, no more informed guidance can be offered at this stage.

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Application Type: Full - Major

Location: Harlaxton College, Harlaxton Manor, Harlaxton Road, Grantham

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: Approve with conditions

Introduction/Site Location

This is an application for the restoration of the Walled Garden to become a new visitor destination. Works to include restoration of the Gardener's House and ancillary buildings to become a ticket office, cafe, kitchen, toilets and education centre. Restoration of an existing log store and used as a gardener's Mess. The buildings will be heated using ground source heat pumps and LPG. Creation of new visitors' carpark with associated access and exit drive, including a new junction onto the A607. Creation of a network of pedestrian footpaths to provide access between the carpark and the Walled Garden as well as the wider landscape. Change of use of arable agricultural field to meadows and wood pasture, including creation of new play area.

Existing Conditions

There is a grand entrance that runs through the arch and a further entrance/exit off Manor Drive. Harlaxton Manor is served by the main road going through Harlaxton which is the A607. There is an existing footway that runs all the way from Grantham through Harlaxton on the same side of the road as the Manor. The A607 is subject to the National Speed limit until you reach the approach to the Village where the speed limit reduces to 50mph through the Village and beyond. There are SLOW markers and roundels on the road regularly spaced through out the Village and the approaches. There are also street lights along the A607 prior to the change in speed limit. There is a Public Right of Way that runs from the High street through the north of the site that comes out onto the A607 where the proposed exit is to be located.

Highway safety

The proposal will increase the footfall of pedestrians within the Village and safety is paramount. The speed limit cannot be reduced as it does not meet policy as there is no frontage development onto the highway and there are no reported personal injury accidents in the immediate vicinity.

A Pedestrian Refuge is required and is detailed below - a Stage 1 Road Safety Audit has been completed for the proposed highway works and the proposal. The proposals are not anticipated to have a detrimental impact on highway safety providing the requested highway

improvements are completed. A Stage 2 Road Safety Audit is required for the installation of the Pedestrian Refuge at detailed design stage.

Highway capacity

The Transport Assessment indicates that vehicle trips will increase to/from the site. The majority of car journeys will be outside of the weekday AM/PM Peak and at weekends outside of the normal weekday commuter traffic.

There is no precise definition of "severe" with regards to NPPF Paragraph 111, 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.

Travel Plan

A BREAM Travel Plan has been submitted and is acceptable - it was concluded that it would not be required to condition the Travel Plan.

The nearest bus stop is outside The Gregory Arms Public House on the A607 which is 400m on the other side of the road to the site.

Site Layout

The existing access is proposed for the entrance, this leads down to the Manor, visitors can then enter the proposed car park via a new one way road . The car park will then connect to a second one way road leading north and out of the site via a proposed road connecting back up to the A607 with independent lanes for turning right or left.

Flood Risk and Drainage

The site is at very low risk of surface water flooding but it is surrounded on the east side by an area of medium to high risk.

There is an existing reservoir on site that the run off from the larger car park will discharge to at a controlled rate of 5l/s. The surface water from the buildings in the walled gardens will discharge into the watercourse leading to the reservoir. Swales are proposed along the access road discharging into the granular fill of the new car park. Infiltration is not feasible due to the ground conditions. Permeable block paving will be in the car park areas only. Permeable resin bound footpaths in the walled garden area. A large rainwater tank is to be provided to irrigate the gardens. Consideration will also be given to water butts to supplement rainwater storage.

Granular fill under permeable surfacing is tanked & modular crates will be used for the new building. The discharge off site will be controlled via a hydrobreak at 2l/s into the existing surface water sewer which flows to the water course at the bottom of the field. Drainage is acceptable in principle and the standard drainage condition is recommended.

Off-Site Improvements

The speeds are too high for a Zebra crossing, and a Puffin crossing would be excessive given the anticipated increase in pedestrian flow on completion of the development. A pedestrian refuge is to be constructed under a Section 278 Minor Works Agreement along with the formalisation of the layby outside of The Gregory Public House complete with a section of footway, raised bus stop, proposed exit and tactile crossings.

The Public Right of Way is to be diverted and this is ongoing with South Kesteven District Council.

Planning Conditions:

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

Condition 00

No development shall take place until a Stage 2 Road Safety Audit for the Pedestrian Refuge has been submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure the permitted development is accessed safely and that all matters relating to Health & Safety are responded to accordingly.

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;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;

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 (by means of a pedestrian refuge, section of footway, carriageway and Bus stop realignment to include the formalisation of the bus stop with raised bus stop kerbs and layby outside of the Gregory Public House together with the new exit from the site onto the A607, tactile crossings and agreed lining works 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 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 XXX 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.

Highway Condition 13

Before the exit is brought into use all obstructions exceeding 0.6 metres high shall be cleared from the land within the visibility splays illustrated on drawing number A7774-SKT1650-P2 dated 09/05/2022 and thereafter, the visibility splays shall be kept free of obstructions exceeding 0.6 metres in height.

Reason: So that drivers intending entering the highway at the access may have sufficient visibility of approaching traffic to judge if it is safe to complete the manoeuvre.

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 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 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>

Note to Planner

Please ensure that the works to divert the Public Right of Way are complete and every thing has been agreed as previous discussions.

Officer's Name: Sam Wood

Officer's Title: Senior Development Management Officer

Date: 10 May 2023