

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

District: South Holland District Council

Application number: H16-1203-22

Application Type: Full - Major

Proposal: Proposed extra care accommodation with associated access, car parking, and landscaping

Location: Land adjacent Roman Bank, Spalding

Response Date: 27 April 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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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

Planning Conditions as detailed below.

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 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>

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 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;
- 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 20

The development hereby permitted shall not be occupied before a 1.8 metre wide footway, to connect the development to the existing footway network, has been provided in accordance with details that shall first have been submitted to, and approved in writing by, the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water run-off from the highway.

Reason: To ensure the provision of safe and adequate pedestrian access to the permitted development, without increasing flood risk to the highway and adjacent land and property.

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 Condition 21

No part of the development hereby permitted shall be occupied before the works to improve the public highway by means of upgrading the existing crossing at the Roman Bank/Holbeach

Road (A151) junction to a formal uncontrolled pedestrian crossing with tactile paving 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 1.4 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.

Introduction/Site Location

This proposal is for an extra care accommodation with associated access, car parking, and landscaping to land adjacent Roman Bank, Spalding.

Highway safety

Access to the undercroft car park will be directly from Roman Bank and will take the form of a simple priority junction. The access road is 6m wide with 6m kerblines on both sides of the bellmouth. The vehicular access crossing will be detail designed and constructed in

accordance with the LHA highway specifications and in accordance with any planning conditions imposed. A dedicated 'service' loop is to be provided to the west of the proposed site access which will enable LGV deliveries, refuse collection, taxis, ambulance and drop-off to take place within the site. Adequate provision for car parking and turning space has been provided within the limits of the site to enable vehicles to enter and leave in a forward gear and therefore, it is considered that this proposal would not result in an unacceptable impact upon highway safety. There are no recorded accidents within the vicinity of the proposed site access. Pedestrians have a separate access from that of vehicles; To support this, a 1.8m public footpath will be introduced along Roman Bank to provide continuity of the existing footway system along the highway and footways within the site then connect into the highway footpaths forming a continuous link to the main entrance of the building.

Highway capacity

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.

Flood Risk and Drainage

Due to the close proximity to the River Welland, only 7m off the western site boundary, it is proposed to discharge surface water flows to the river via a newly constructed headwall. It is therefore proposed to restrict flows to a maximum discharge rate of 5l/s. Roof water will pass through filter trenches located within the communal gardens of the site and in line with Table 26.3 of the SuDS manual (C753). Surface water from the access road will pass through a proprietary treatment system based on a maximum discharge rate of 5l/s, a volume of 73m³ will be required within the drainage system to attenuate excess flows. This will be provided in the form of a cellular storage tank situated within the access road to the north., as detailed on the drainage layout within Appendix F. Calculations are provided which demonstrate that no flooding will occur up to the 1in100+40%CC. Therefore, it is considered that the proposal should not increase flood risk at this or adjacent properties.

Off-Site Improvements

An agreement has been made to upgrade the pedestrian crossing on the western side of Holbeach Rd / Roman Bank junction to a formal uncontrolled pedestrian crossing with tactile paving.

Officer's Name: Dean Whitehead

Officer's Title: Senior Development Management Officer

Date: 27 April 2023