

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

District: East Lindsey District Council

Application number: S/035/01963/22

Application Type: Full

Proposal: Planning Permission - Erection of 103no. dwellings with associated garages, erection of a foul pumping station and electricity substation, erection of play equipment and construction of a vehicular access.

Location: Kings Manor Development Phase 5, Old Boston Road, Coningsby

Response Date: 30 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

Location: Kings Manor Development Phase 5, Old Boston Road, Coningsby

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 Conditions and Informatives below:

This is the fifth and final (within the current Local Plan period) Phase of these Applicants' residential development at the north end of Coningsby. The proposed estate roads extend from existing spurs of a previous phase so the necessary capacity and functionality has already been built-in to the network onto which this phase connects. The Applicants have undertaken amendments to their initially submitted internal highway layout design in response to the highway authority's comments and the design is now acceptable to the highway authority. The carriageway onto which this phase connects is a permeably paved road i.e. surface water falling onto the road surface intentionally permeates through the joints between the individual block paviors, into the the sub-structure of the road. There have been some issues with soil and other detritus that is almost inevitable on a live building site, partially filling those joints and thereby reducing the efficiency of the the permeable pavement. The Applicant Developers have recently undertaken cleaning work to restore some of that efficiency but in the interests of preventing this recurring as construction and delivery traffic access this phase via those roads, it is requested that Phase 5 is built-out from Hoplands Road (starting with plots 233 and 234) rather than from Lamyman Drive (starting with plots 167 and 268). This way the soils and detritus will be shed from vehicle tyres onto the sealed surface of the conventional bituminous construction roads, rather than the more vulnerable permeable block paviors. This should be capable of being manageable through the requested Construction Management Plan and Method Statement and with co-operation of the Applicant Developer.

In the interests of promoting sustainable travel, a request is made to provide some improvements to the existing local bus stops, in accordance with details to be agreed with the highway authority's transportation team.

It is also requested that the children's play area is designed to incorporate some 'Sheffield-type' cycle stands.

The Authority's Countyside team has requested that a green corridor be provided around the perimeter of the Application Site to create a recreational walk but it is recognised that the land required for this may not be within the control of the Applicants.

Subject to compliance with the Conditions and Informatives below it is considered that the development being proposed in this Application could be constructed and occupied without having an unacceptable impact upon highway safety and the highway authority does not wish to object to the grant of Consent.

Planning Conditions:

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 21

No part of the development hereby permitted shall be occupied before works to improve the existing bus stops in the vicinity of the Application Site, in accordance with details that shall first be approved in writing by the Local Planning Authority have been certified complete by the Local Planning Authority.

Reason: To promote the use of sustainable means of travel by residents of the permitted development and their visitors.

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 the greenfield run-off rate of the undeveloped land;
- 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>

Officer's Name: Jon Sharpe

Officer's Title: Principal Development Management Officer

Date: 30 May 2023

East Lindsey District Council
 Development Control
 Planning Department

Corporate Property Team
 Lincolnshire County Council
 County Offices
 Newland
 Lincoln LN1 1YL

Email: Property_Strategy@Lincolnshire.gov.uk

My Ref: S106/ELDC/S/035/01963/22/2022
 04 November 2022

Dear Sir/Madam

Development – PLANNING PERMISSION - ERECTION OF 103NO. DWELLINGS WITH ASSOCIATED GARAGES, ERECTION OF A FOUL PUMPING STATION AND ELECTRICITY SUBSTATION, ERECTION OF PLAY EQUIPMENT AND CONSTRUCTION OF A VEHICULAR ACCESS.

Application Number – S/035/01963/22

Thank you for your notification of 01 November 2022, concerning the proposed development at the above site. I have now had the opportunity to consider the impact on the local schools reasonably accessible from the development. Please see below overview in relation to the impact, and details for primary, secondary and sixth-form that follow.

Overview

Please see below table in relation to the number of places required and available in local schools from/for the proposed development:

Type	Children produced by scheme	Sufficient places available 2025/26 (Y/N/Partial)	Places to be mitigated	Contribution sought
Primary	15	Y	0	£ 0
Secondary	14	N	14	£ 357,042
Sixth-form	2	N	2	£ 51,006
			Total	£ 408,048

Please note, where an application is outline a formulaic approach will be taken in a section 106 agreement, this may result in a higher contribution if a high proportion of large houses are built. This would be finalised at the reserved matters stage. All section 106 agreements should include indexation using the Tender Price Index of the Royal Institute of Chartered Surveyors Building Cost Information Services (RICS BCIS TPI).

The above contributions would be spent on the following:

Type	Amount	Scheme
Primary	£ 0	
Secondary	£357,042	Education provision in Tattershall Secondary planning area
Sixth-form	£51,006	Education provision at Horncastle Queen Elizabeths Grammar School

Following the removal of Regulation 123 from the Community Infrastructure Levy Regulations on 01 September 2019, requests can be made toward more than one scheme to provide the ability to extend the most appropriate school to mitigate the impacts of development at the time those impacts are felt.

Detail

The below table indicates the number of pupils generated by the proposed development. This is on the basis of research by Lincolnshire Research Observatory utilised to calculate Pupil Production Ratio (PPR) multiplied by the number of homes proposed.

House Type (if known)	No of Properties	PPR Primary	Primary Pupils	PPR Secondary	Secondary Pupils	PPR Sixth Form	Sixth Form Pupils
2 Bedroom	40	0.09	3.6	0.09	3.6	0.018	0.72
3 Bedroom	37	0.17	6.29	0.17	6.29	0.034	1.258
4+ Bedroom	18	0.33	5.94	0.27	4.86	0.054	0.972
Total (rounded down)	95	-	15	-	14	-	2

Capacity is assessed using the County Council's projected capacity levels at 2025/26, this is the point when it is reasonable to presume that the development would be complete or well on the way.

Type	Local School/School Planning Area	Pupils generated	Sufficient places available 2025/26 (Y/N/Partial)	Places to be mitigated
Primary	Tatterhsall Primary Planning area	15	Y	0
Secondary	Tattershall Secondary Planning area	14	N	14
Sixth-form	Horncastle Secondary Planning area	2	N	2

As the development would result in a direct impact on local schools, a contribution is therefore requested to mitigate the impact of the development at local level. This is a recognisable and legitimate means of addressing an impact on infrastructure, accords with the NPPF (2019) and fully complies with CIL regulations; we feel it is necessary, directly related, and fairly and reasonably related in scale and kind to the development proposed in this application.

The level of contribution sought in this case is in line with the below table.

Type	Places to be mitigated	Contribution per place*	Sub-total	Local multiplier**	Lincolnshire contribution per place	Total contribution requested
Primary extension	0	£18,007	£0	2.00	£18,367	£0
Secondary extension	14	£25,003	£350,042	2.00	£25,503	£357,042
Sixth-form extension	2	£25,003	£50,006	2.00	£25,503	£51,006
Total	-	-	£400,048	-		£408,048

* Current cost multiplier per pupil place based on National Cost Survey

** to reflect Lincolnshire's average build cost compared to national average

We would suggest the s.106 monies are paid at the halfway point in the development to allow timely investment by the County Council whilst not adversely affecting the developer's viability.

Please note the County Council retains the statutory duty to ensure sufficiency of school places and this includes capital funding provision of sufficient places at maintained schools, academies and free schools. We would invest the funding at the most appropriate local school(s) regardless of their status, but ensure the s.106 funding is used only to add capacity as this is the only purpose for which it is requested.

I look forward to hearing from you, thank you for your notification of the application and thank East Lindsey District Council for your continued cooperation and support.

Yours sincerely

Sam Barlow
Strategic Development Officer
Corporate Property Service

(By e-mail)