

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

District: South Holland District Council

Application number: H02-0241-23

Application Type:

Proposal: Change of use of land and conversion of existing poultry shed, including two extensions, re-cladding of external elevations, site fencing and associated works to Use Class E

Location: Off Carrington Drove, Crowland

Response Date: 25 July 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

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.

Application number: H02-0241-23
Application Type: Full Major
Location: Off Carrington Drove, Crowland

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 Condition and Informative below:

The principle of changing the use of this site and buildings to a retail and leisure use was established by the grant of Consent for the Fenland Tourism Centre and relocation of Crowland Caravans and Camping, granted under reference H02-0026-15. The highway authority had not raised any fundamental objection to that Application, subject to compliance with the Conditions imposed.

The development being proposed in this Application differs from that of the H02-0026-15 Consent in that the Fenland Tourism Centre is no longer to be included and also that instead of constructing a new private access road, between the site and the A16, running parallel with Carrington Drove, improvement works are being proposed to be undertaken to Carrington Drove, to make it suitable to provide safe and suitable access to the proposed development.

The Applicants have previously discussed with the highway authority's then Local Highways Manager, what works may be required to bring Carrington Drove up to a suitable standard, but little of the dimensional or constructional detail was resolved at that time. Ideally, that detail should be agreed, in the form of engineering drawings and a specification, prior to determination of this Planning Application. However, it is understood that there is an urgency to have this Application determined without further delay, in order that an early start may be made on the relocation of the Applicants' business from its current site to the Application Site. It is therefore suggested that the 'Grampian'-type Condition below is applied to any Consent that the Local Planning Authority may be minded to grant, and that the specific details are agreed between the Applicants and the Local Planning Authority, with the assistance of the Highway Authority, following any positive determination of this Application.

The NPPF requires (at paragraph 110 b)) that safe and suitable access to the site can be achieved by all users. This site is on the opposite side of the A16 to Crowland and is not therefore easily accessible on foot or by cycle. Whilst it is accepted that the nature of the proposed use is such that the majority, if not all, customers would travel to the site by motor vehicle, that may not necessarily be true for members of staff. It is therefore requested that in addition to improving the section of Carrington Drove between the A16 and the Application site for predominantly vehicle access, the section of Carrington Drove between James Road and the A16 is also improved to make it suitable for access by pedestrians and cyclists. It is accepted that pedestrians and cyclist will then have to cross the frequently busy A16. However, it is suggested that this would not, of itself, be sufficient cause for withholding the grant of Consent for the proposed development on highway safety grounds.

An all other highway respects, the Application Site is ideally suited to the proposed use, being located adjacent to the national principle highway network at a junction that enjoys the benefit of a Ghost Island Right-turn Lane. Suitable 'Brown' Tourist destination signs may be beneficial at this junction but

that is a matter that is outside the control of the Planning process. The site is of sufficient size to be able to provide adequate parking and manoeuvring space for staff, customer and delivery vehicles.

Planning Conditions:

Prior to the commencement of any part of the development hereby permitted, details shall be submitted to the Local Planning Authority for the improvement of Carrington Drove by widening of the carriageway between the A16 and the Application Site to no less than 4.1 metres and a surface overlay of the existing and widened carriageway, together with improvements to the section of Carrington Drove between the A16 and James Road so that this route is made accessible for pedestrians and cyclists. The works, as approved, shall be completed to the satisfaction of the Local Planning Authority prior to the commencement of use of the permitted development.

Reason;

In the interests of providing safe and suitable access for staff and visitors arriving by vehicle, on foot and by cycle and for delivery vehicles.

Note;

4.1 metres is wide enough for two-way car movements and will allow the few pedestrians and cyclists to pass an on-coming car. The distance between the site and the A16 is short, and the two ends are intervisible, so when a larger delivery vehicle is entering or leaving, the driver will be able to wait momentarily in the A16 junction or on the site for any other vehicle on this section of Carrington Drove to pass through.

Informatives

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 the highway authority website;
www.lincolnshire.gov.uk/highways-planning/works-existing-highway**

Officer's Name: Jon Sharpe

Officer's Title: Principal Development Management Officer

Date: 25 July 2023

Chief Fire Officer: Mark Baxter

My Ref: JF
Your Ref: H02-0241-23

Lincolnshire Fire and Rescue
Skegness Fire Station
Churchill Avenue
Skegness
Lincolnshire
PE25 2RN

Head of Planning
South Holland District Council
Priory Road
Spalding
PE11 2XE

For the attention of Sundas Shaban
Sent by email to planningadvice@sholland.gov.uk

18 April 2023

Dear Sir

**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING CONSULTATION: OFF CARRINGTON DROVE, CROWLAND**

I refer to the planning application reference H02-0241-23. The Fire Authority object to the application on the grounds of inadequate access and water supplies .

It is the opinion of the Fire Authority that in order to remove the objection the following measures are required:

Access to buildings for fire appliances and fire fighters must meet with the requirements specified in Building Regulations 2010 Part B5. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Lincolnshire Fire and Rescue also requires a minimum carrying capacity for hard standing for pumping appliances of 18 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2010 part B5.

Lincolnshire Fire and Rescue requires the installation of one fire hydrant conforming to BS750-2012 within 90m of the premises entrance in respect of this planning application to be provided at the developer's expense. Fire hydrant acceptance testing will be carried out by a Hydrant Inspector on completion and a standard hydrant marker "H" plate will be fitted nearby. Following adoption the Fire Service will be responsible for the ongoing maintenance and repairs for the lifetime of the fire hydrant.

Should you wish to discuss this matter, please do not hesitate to contact me on the telephone number below.



Yours faithfully

Joshua Frost
Lincolnshire Fire and Rescue
Fire Safety Inspector

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Lincolnshire Fire and Rescue
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Cc. HighwaysSUDsSupport@lincolnshire.gov.uk