

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

**District: South Kesteven District Council**

**Application number: S23/0346**

**Application Type: Major - outline**

**Proposal: Outline application for change of use of land to B2 and B8 use classes**

**Location: Land to the West of Northgate Vehicle Hire, Occupation Lane, Great Gonerby, Lincolnshire, NG32 2BP**

**Response Date: 15 June 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**

### **Introduction/Site Location**

*This is an Outline application for change of use of land to B2 and B8 use classes.*

### **Existing Conditions**

The site is predominantly flat and level, with screening foliage to the northwest boundary. A pond is located in the northwest corner of the site. The site is accessed from Occupation Lane and it is private. The site is located adjacent the A1, with access to infrastructure in Gonerby Moor from this road to the North.

### **Highway safety**

There are footways leading to the site on the public highway, the public highway stops on Occupation Lane just after Palmer Road Junction. There are no recorded Personal Injury Accidents in the vicinity.

The Highways and Lead Local Flood Authority response is in relation to the impact the proposed development would be expected to have on the operation of the Public Highway. This part of Occupation Lane is a private road, and the highway authority has no jurisdiction over the use of this road. With regard to this application, we have considered the safety and impact of these proposals on Adopted Occupation Lane and its junction with the roundabout. It is for the Local Planning Authority to determine whether the access provided by the private road is safe and suitable for all users.

### **Highway capacity**

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.

### **Site Layout**

This is an outline application so the site layout is indicative only.

### **Flood Risk and Drainage**

The site not located within a flood risk zone, nor is it located near any water source. The site houses a small pond that is to be retained for ecological purposes and also act as an attenuation system for the surface water. The proposal will have a large area of non-permeable roof and hardstanding that could potentially cause risk due to saturation by rainfall. The drainage strategy included as part of this application states that an on-site SUD's and attenuation system is to be designed to satisfy the requirement of surface water discharge. This is to be designed by a specialist drainage engineer to ensure it has the capacity to prevent flooding due to surface water.

Surface water is to be discharged on site, invariably by a mass soakaway located under the large area of hardstanding between the 2 units. This will be the most practical solution and has the volume to be able to store and slowly discharge surface water into the soil. The soakaway will have an overflow into the pond to provide suitable attenuation in extreme circumstances.

### **Off-Site Improvements**

There will be a small increase in footfall from the site, people could go out on their lunch to the nearby DownTown/Boundary Mills Store therefore in order to improve pedestrian connectivity Tactile crossing points are required on Occupation Lane. 2no at junctions from the site towards the roundabout and 2no uncontrolled crossings over the other side of the road where the footway finishes over to the island at the roundabout.

### **Planning Conditions:**

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

#### 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 Brownfield Run off rate;
- 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 21

No part of the development hereby permitted shall be occupied before the works to improve the public highway (by means 4 no tactile crossing points) 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.

#### **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 our website;  
[www.lincolnshire.gov.uk/highways-planning/works-existing-highway](http://www.lincolnshire.gov.uk/highways-planning/works-existing-highway)

**Officer's Name: Sam Wood**

**Officer's Title: Senior Development Management Officer**

**Date: 15 June 2023**