

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

**District: North Kesteven District Council**

**Application number: 23/0318/FUL**

**Application Type: Full-Major**

**Proposal: Proposed residential development of 32 dwellings and 40 apartment Extra Care building, including associated infrastructure and landscaping**

**Location: Former Hoplands LCC Depot, Sleaford, Lincolnshire**

**Response Date: 19 September 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.

### **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.

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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**

**Comments:**

### **Introduction/Site Location**

Proposed residential development of 32 dwellings and 40 apartment Extra Care building, including associated infrastructure and landscaping

- Extra Care Building is a dedicated 40 Unit Extra Care Building (sheltered housing) comprising of 29 no. one bed units and 11 nr. two bed units. - possible 51 residents.
- Residential Apartments A residential development of 12no. flexible living apartments-working age living - supported living.
- Market Rent Properties Target of 20 no. Market Rent properties
- Other works / requirements
- Highways, footpaths and other hard landscaping and civils and infrastructure works including street lighting and boundary treatments.
- Communal green spaces and landscaping (to be adopted upon scheme completion).
- Secure by Design to apply. • Lifetime Homes Design Guide principles to apply subject to viability

### **Existing Conditions**

The site is relatively level in its topography and is bound by a railway line to the east, residential properties to the south and open fields to the west and north. There is a substantial amount of mature screening to the site perimeter on the northern and western boundaries.

The application site is a 1.78ha former Highways depot site on the eastern side of Sleaford town. The site previously comprised of a number of brick built offices and workshops that have since been demolished. Historically the depot has been used as a base for the regional highways gritter lorries and by the county's main highway repair companies. The site is accessed from a County Council adopted highway serving a residential settlement which crosses a piece of land owned by NKDC.

The nearest bus stop is approximately 400m from the site on St Giles Avenue. The level of bus service provision in the vicinity of the site is considered suitable for local journeys. Contamination risks are possible.

## **Highway safety**

There are no recorded Personal Injury Accidents in the vicinity.

## **Highway capacity**

The proposed development is predicted to generate 19 vehicle trips in the AM peak period and 20 vehicle trips in the PM peak period.

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.

Given the level of existing pedestrian and cycle infrastructure near the site, it is considered that there is scope for local trips to be undertaken by walking and cycling.

## **Site Layout**

Street trees have been included in the design & secure cycle storage is shown for each dwelling. Mobility scooter storage is included for the Care Home. Low level planting to break up the parking areas. Parking provided is acceptable for the proposed use.

## **Flood Risk and Drainage**

Surface Water Flooding is largely very low to low risk. No swales or permeable paving are proposed on the final proposed scheme – due to contamination risks. The proposed drainage strategy is acceptable in principle. Gullies and connections are proposed discharging into the Old River Slea with a hydrobreak restricting the discharge rate. Further contamination exploration/mitigation is required and will be included in the drainage condition.

## **Off-Site Improvements**

An upgrade is required to the Public Right Of Way for the section between the sheep fields (Hoplands Bridge) - We should encourage 'pedestrian permeability' through the estate into Ewerby Footpath 1 along the north of the site. With the utility of that path from whatever linkage westwards then emphasised, not only for the new estate residents but for housing south of the development on the Boston Road, then we would be striving for the similar blacktop treatment of that path linking into the existing blacktop.

A connection is to be provided from the development (open space behind the Care Home) to the existing Public Right Of Way Network .

The PROW identified as (Sleaford Footpath 15) that runs from the Cogglesford Mill connection along the Sleas to the recently upgraded section that connects to Boston Road should be upgraded/reconstructed.

There is an unofficial link that pedestrians have created from Maltkiln Close through a fence onto the PROW that should be upgraded - it is assumed that NKDC own this land.

### **Planning Conditions:**

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

#### 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 the works to improve the public highway (by means of an upgrade to the Public Right Of Way for the section between the sheep fields (Hoplands Bridge) to Ewerby Footpath 1 along the north of the site to be of black top surfacing, a connection is to be provided from the development (open space behind the Care Home) to the existing Public Right Of Way Network, the Public Right Of Way identified as (Sleaford Footpath 15) that runs from the Cogglesford Mill connection along the Sleas to the recently upgraded section that connects to Boston Road should be upgraded/reconstructed and the unofficial link that pedestrians have created from Maltkiln

Close through a fence onto the Public Right Of Way that should be upgraded and shall 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 26

Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

#### 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 5 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.

\* a remediation strategy with regards to the contamination risk should be submitted for approval

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 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>

#### 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)

#### 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 the Highway Authority's website via the following link: Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>

**Officer's Name: Samantha Legg**

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

**Date: 19 September 2023**

Chief Fire Officer: Mark Baxter

My Ref CR  
Your Ref 23/0318/FULHighways SuDS Support  
Lincolnshire County Council  
County Offices, Newland,  
Lincoln LN1 1YLLincolnshire Fire and Rescue  
Skegness Fire Station  
Churchill Avenue  
Skegness  
Lincolnshire  
PE25 2RN**Sent by email to [HighwaysSUDsSupport@lincolnshire.gov.uk](mailto:HighwaysSUDsSupport@lincolnshire.gov.uk).**

5 April 2023

Dear Sir/Madam

**TOWN AND COUNTRY PLANNING ACT 1990  
PLANNING CONSULTATION – FORMER HOPLANDS LCC DEPOT, SLEAFORD,  
LINCOLNSHIRE**

Lincolnshire Fire and Rescue have no objections as long as the following criteria are met:

In order to be successful in firefighting, adequate access to buildings for fire appliances and immediate access to adequate supplies of water, must be provided. The access to, and proximity of, those water supplies directly affects the resources that Fire and Rescue Authorities need to provide in protecting and mitigating their communities from the effects of fire.

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 firefighting, in which case those standards should be quoted in correspondence.

If it is not possible to provide access to the proposed development in accordance with the guidance details within part B5 of Approved Document B, as compensation, Lincolnshire Fire and Rescue would accept the provision, at the developer's expense, of a (domestic/residential) sprinkler system, designed, fitted and maintained in accordance with BS9251: 2005.

Should this option be considered, our Fire Safety advisers must be provided with detailed plans of the proposed sprinkler installation. Any scheme proposed should not be of a lesser standard than any provision as may be required by the Building Regulations.

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Turning Facilities and Vehicle Route Access should comply with the guidance in Table 15.2 within part B5 of Approved Document B. Dead-end access routes longer than 20m require turning facilities.

Lincolnshire Fire and Rescue requires a minimum carrying capacity for hard standing for pumping appliances of 18 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Part B5.

Where at the time, it is not possible to determine the number of fire hydrants required for firefighting purposes, the requirement should be determined at the water planning stage when site plans have been submitted by the water companies.

Failure to comply with the above requirements at planning stage can seriously compromise firefighting operations resulting in unnecessary risk to life, loss of property and unnecessary damage to the environment.

Should you wish to discuss adequacy of access or water supplies to your proposed development, please do not hesitate to contact me on the telephone number below.  
Yours faithfully

Claire Robinson  
Fire Safety Inspector  
Lincolnshire Fire and Rescue

Telephone: 01754 898980  
Email: [fire.safety@lincoln.fire-uk.org](mailto:fire.safety@lincoln.fire-uk.org)

North Kesteven District Council  
Development Control  
Planning Department

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

Email: [Property\\_Strategy@Lincolnshire.gov.uk](mailto:Property_Strategy@Lincolnshire.gov.uk)

My Ref: S106/NKDC/23/0318/FUL/2023  
12 April 2023

Dear Sir/Madam

**Development – PROPOSED RESIDENTIAL DEVELOPMENT OF 32 DWELLINGS AND 40 APARTMENT EXTRA CARE BUILDING, INCLUDING ASSOCIATED INFRASTRUCTURE AND LANDSCAPING LOCATION: FORMER HOPLANDS LCC DEPOT, SLEAFORD, LINCOLNSHIRE**

**Application Number – 23/0318/FUL**

Thank you for your notification of 11 April 2023, 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	2	Y	0	£0
Secondary	2	N	2	£51,006
Sixth-form	0	N/A	0	£0
			<b>Total</b>	<b>£51,006</b>

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	£51,006	N/A - CIL
Sixth-form	£0	N/A - CIL

Following the removal of Regulation 123 from the Community Infrastructure Levy Regulations on 01 September 2019, requests for items formerly on a Regulation 123 list are now permitted; the Central Lincolnshire Developer Contributions Supplementary Planning Document (2018) still restricts secondary and school-based sixth form to CIL only. It is the County Council's intention to seek that this is reviewed as part of the Local Plan update. Requests can also 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	8	0.09	0.72	0.09	0.72	0.018	0.144
3 Bedroom	12	0.17	2.04	0.17	2.04	0.034	0.408
Total (rounded down)	20	-	2	-	2	-	0

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	Sleaford Primary planning area	2	Y	0
Secondary	Sleaford Secondary planning area	2	N	2
Sixth-form	Sleaford Secondary planning area	0	N/A	0

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
Secondary extension	2	£25,003	£50,006	2.00	£25,503	£51,006***
<b>Total</b>	-	-	£50,006	-		£51,006

\*current cost per pupil place based on DFE scorecards 2021

\*\* to reflect Lincolnshire's average build cost

\*\*\*amounts for indicative purposes only, request reduced to £0 in line with Developer Contributions Supplementary Planning Document

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 North Kesteven District Council for your continued cooperation and support.

Yours sincerely

**Sam Barlow**  
**Strategic Development Officer**  
**Corporate Property Service**

(By e-mail)