

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

**District: South Holland District Council**

**Application number: H11-1084-23**

**Application Type: Full-Major**

**Proposal: Proposed extensions to existing agricultural buildings**

**Location: Cowpers Gate (South), Station Road, Long Sutton, Spalding, PE12 9AY**

**Response Date: 9 February 2024**

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.

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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:**

**The proposals are acceptable subject to the following:**

### **Introduction/Site Location**

The proposal is for extensions to the existing agricultural buildings at an existing agricultural enterprise. The site is located to the south of Long Sutton in the south-eastern quadrant of the roundabout at the junction of the A17 and Cowpers Gate (B1390). The expanding farming operation requires further facilities to grade and store produce and an upgrade of facilities for staff, together with relocated parking and additional parking provision to alleviate current parking issues. The proposal will make for a more efficient environment.

### **Existing Conditions**

The A17 runs along the northern boundary of the site which is the main east-west road through the county. Access to the site is directly off the B1390. The site has been extended twice previously.

### **Highway safety**

For the 5-year period to 30/11/2023 we have not a lot in that area to report. There is a single slight at the roundabout which was a medical episode and nothing else nearby.

### **Highway capacity**

It is anticipated that there will be no increase in staff numbers as a result of the proposal - the increased parking numbers will ease current congestion on site. There will be a modest increase in vehicle movements to and from the site. Vehicles are typically 110 per week with 40 vehicles bringing products in and 70 vehicles taking product out. The extension will allow the agricultural activity to increase output slightly, but this will not equate to anymore than 5%. There can be a 10/15% fluctuation in traffic, either way, dependent upon the time of year/season. The type of vehicles in/out of the site consist of tractors and trailers and HGV's which deliver the produce and dispatch the produce to customers - this does not change as a result of the proposal.

There is no precise definition of "severe" with regards to NPPF Paragraph 115, 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**

A swept path has been submitted detailing how vehicles will access through the site and be able to leave in a forward gear. HGV's sit and wait in the access road adjacent to the car park should another vehicle be entering as they are leaving and this is already happening.

### **Flood Risk and Drainage**

The soils have no soakage potential. Percolation is therefore not an option. The SHIDB watercourse on the eastern boundary of the site falls to the south. The lowest ditch bed level is 0.36mOD at the southern end of the watercourse. They propose, with IDB approval, to put the site outfall in this location.

Where possible, the new surface areas will be permeable or drain to swales that discharge to the pond. Roof runoff will be piped to the ponds directly or into the permeable sub-base. All permeable pavements will have granular sub-base providing SuDs source control and storage utilising a 30% void ratio aggregate. These permeable pavements will be lined to form a tanks.

It is generally accepted that 5l/s should be considered as the minimum discharge rate to ensure that controls operate correctly with no undue blockages, so they propose to apply for a discharge consent based on this figure.

There will be significant betterment from the original site runoff as the old discharge point will eventually be removed and the new system will cater for the whole of the site with all areas passing through the pond and single outfall control.

The Drainage proposals area acceptable in principle and a final design will need to be refined to ensure compliance with the SuDS Management train.

### **Off-Site Improvements**

The HGV's that currently access the site are overrunning the kerbs and verges with the junction of the B1390. Highway improvements are required to realign the carriageway to include widening at the junction with the B1390, kerbing on both sides up to the access to the site, reinstatement of verges, upgrade of the access and reinstatement/relocation of the meter box located in the wheel track of the HGV's. There will be an increase in vehicle movements associated with the proposal, it is the applicants vehicles that are causing the damage so it needs rectifying before the increase exacerbates this deterioration.

### **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 1.4 litres per second per hectare;
- 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 of realignment of the carriageway to include widening at the junction with the B1390, kerbing on both sides up to the access to the site, reinstatement of verges, upgrade of the access to Lincolnshire County Council Specification and reinstatement/relocation of meter box located in the wheel track of the HGV's) 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: Samantha Legg**

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

**Date: 9 February 2024**