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

District: Lincolnshire County Council
Application number: PL/0094/23
Application Type: Full
Proposal: For a southern extension to Dunston Quarry
Location: Land South of Dunston Quarry, Lincoln Road, Dunston

Response Date: 19 January 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.

Application number: PL/0094/23
Application Type: Full
Location: Land South of Dunston Quarry, Lincoln Road, Dunston

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:

- **Planning Conditions** as detailed below.

Comments:

Dunston Quarry is an established limestone quarry located adjacent to the B1188, approximately 11km southeast of Lincoln. Throughout its life the quarry has been systematically extended and currently benefits from planning permissions for mineral extraction and processing, the importation and recycling of Construction, Demolition and Excavation (C, D and E) wastes, and the operation of an associated wash plant.

In order to secure an important source of aggregates the Applicant wishes to extend the quarry into approximately 6.3ha of agricultural land lying immediately to the south.

The extension will release approximately 825,000 tonnes of limestone, which will be worked at a rate of between 80,000 and 100,000 tonnes per annum, giving an extraction life of between 8 and 10.5 years. In order to allow for periods of lower than anticipated demand, and for restoration works, permission is sought for a 15-year period. Both the existing quarry and the extension will be progressively restored to a combination of calcareous grassland, native scrub and other complimentary habitats.

Highway safety/Highway capacity

The extension will utilise the existing infrastructure and access, which is shared with the recycling facilities. Accordingly, permission is also sought to retain the existing quarry and the recycling facilities for a further 15-year period.

The bulk of aggregates are exported in rigid, 32 tonne tipper vehicles capable of carrying loads of 20 tonnes. In order to limit dust emissions and prevent material spilling onto the highway, loaded HGVs leaving the site are sheeted and pass through the wheelwash if required. As with all other site operations, HGV access to the site is restricted to 07:00 to 17:00 Monday to Fridays and 07:00 to 12:30hrs on Saturdays, with no movements on Sundays or Bank Holidays.

Highways Network Dependant on the destination, HGVs from the quarry typically utilise four principal routes:

1. North along the B1188, entering Lincoln either via Canwick Hill, or via the Lincoln Eastern Bypass (A15).

2. North along the B1188, turning west on the B1178 to join the A15 northbound to enter Lincoln via the A607 (Cross O'Cliff Hill).

3. South along the B1188, turning west along Dunston Heath Lane to access the A15. The A15 provides access to Lincoln to the north, with the B1178 providing access to the North Hykeham/Witham St Hughes areas to the west and the A607 providing access to the Leadenham area to the south.

4. South along the B1188, turning west along the B1202 (Metheringham Heath Lane) to access the A15. Access to the north, south and west is then provided by the A15, B1178 and A607.

Approximately 70% of HGVs travel north, with the remaining 30% travelling south. The majority of the northbound traffic serves markets in the Lincoln area, whilst the southbound traffic is split between a number of smaller markets to the southeast and southwest. The relatively modest level of movements, coupled with the number of routes utilised, effectively dilutes any potential transport impacts.

Current HGV movements associated with the export of limestone aggregates average approximately 16, 2-way movements per day, with approximately 90% of wastes for recycling imported on a backload basis on HGVs that would otherwise have been returning to the site empty.

HGV movements associated with the import of the remaining 10% of materials for recycling, and the export of recycled aggregates, average 16, 2-way movements per day. Accordingly average total movements are in the region of 32, 2-way movements per day.

The extension will result in a minor increase in the number of HGV movements associated with the export of limestone aggregates, with an average of 20 2-way movements per day. As all reserves within the existing quarry will have been exhausted, the retention of the existing quarry will not result in any HGV movements, whilst the retention of the existing recycling facilities will not result in any increase in the current HGV movements. Accordingly average total movements will increase by approximately 4, 2-way movements per day (from 32 to 36 36, 2-way movements per day).

The Transport Assessment considers the impact of the proposed development on the highway network, and concludes that no significant impact will occur on the existing local highway network.

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.

Flood Risk and Drainage

As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regard to Drainage on all Major Applications. The Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

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.

Officer's Name: Sarah Heslam
Officer's Title: Principal Development Management Officer
Date: 19 January 2024