

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

District: East Lindsey District Council

Application number: S/094/01420/23

Application Type: Full - Major

Proposal: Planning Permission - Change of use of former quarry to form a leisure park for 22no. caravans, provision of parking, internal access roads and the erection of an reception building.

Location: Former Sand Quarry Site, Kirkby Lane, Kirkby On Bain, LN10 6YY

Response Date: 28 November 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.

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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: No objection

This application is for the Change of use of former quarry to form a leisure park for 22 no. caravans, provision of parking, internal access roads and the erection of a reception building. The proposed development will utilise the existing access arrangements from Kirkby Lane, which serves the current use and meets the guidelines set out in Manual for Streets, which will ensure drivers have suitable visibility of approaching traffic and pedestrians to judge if it is safe to complete the manoeuvre. Additionally, adequate provision for car parking and turning space has been provided within the limits of the site to enable vehicles to enter and leave in a forward gear. However, the existing access construction within the limits of the highway boundary are not suitable for the proposed use and will need to be upgraded to the County Councils specification.

The site will be served off Kirkby Lane which is suitable for the passage of two-way vehicular movements and although there are no footways within close proximity to make connection too, pedestrians are able to use the wide grass verges safely, as they would have reasonable sight of any vehicles using this road, as they have done so previously, to manoeuvre to one side on to the highway verge. A review of the accident data was undertaken to assess the historic road safety performance of the local highway network for the last five years and there were no recorded collisions on Kirkby Lane within close vicinity of the access to the development site and, there does not appear to be any other factors (clusters or patterns of similar causation) which would indicate an existing road safety issue that the proposal may exacerbate.

The applicant has provided a Transport Statement to support their application, which demonstrates that the site could be associated with an estimation of around 22 two-way movements dependant on the occupation levels at any time and an additional two movements by the site warden per day, including a refuse collection once a week. It is accepted that there may be some additional trips carried out by guests throughout their stay, however, it is anticipated that these could be carried out on an infrequent basis and outside of the typical peak hours on the local highway network. Additionally, the applicant will promote the accessibility of the development by sustainable transport (active and public transport) where guests will be encouraged during their stay to walk and cycle, use a small public service vehicle, and use the call connect bus service should they need to access facilities available in Woodhall Spa. Additional vehicles movements on average are likely to be limited and it is unlikely that all visitors will arrive and depart at the same time.

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 the criteria, the additional vehicle, and pedestrian movements along Kirkby Lane for the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact on the highway network. These are the only reasons the National Planning Policy Framework (NPPF) will permit to be cited for restricting or refusing developments on highway grounds.

As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response regarding 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. The rainwater from the roof covering of the lodges, car parking and internal roads, will discharge into the ground to infiltrate naturally.

No Objections

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

Informatives

Highway Informative 03

The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link:
<https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.

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: Dean Whitehead

Officer's Title: Senior Development Management Officer

Date: 28 November 2023

Chief Fire Officer: Mark Baxter

My Ref: 10095417230
Your Ref: **S/094/01420/23**

Director of Planning
East Lindsey District Council
Tedder Hall
Manby Park
Louth
LN11 8UP

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

10 August 2023

Dear Sir

**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING CONSULTATION - FORMER SAND QUARRY SITE, KIRKBY LANE,
KIRKBY ON BAIN, LN10 6YY**

I refer to the planning application reference **S/094/01420/23**. The Fire Authority have no objection to the application provided the following items were included within the development.

1. 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.
2. 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. This weight limit would also apply to any private roads in order to achieve the above item.
3. Lincolnshire Fire and Rescue recommends that fire hydrants be installed within this development at the developer's expense. However, it is not possible, at this time, to determine the number of fire hydrants required for fire-fighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.

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

Yours faithfully



MAKING OUR COMMUNITIES SAFER, HEALTHIER AND MORE RESILIENT

WWW.LINCOLNSHIRE.GOV.UK/LFR

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