

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

District: East Lindsey District Council

Application number: S/153/02509/23

Application Type: Full - Major

Proposal: Planning Permission - Erection of a new community diagnostic centre (Use Class C2), access, car parking, landscaping and associated infrastructure

Location: Land at Old Wainfleet Road, Skegness, PE25 3RR

Response Date: 5 March 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: Approve with conditions

Informatives

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

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>

Highway Informative 09

The existing ground level of the site must not be raised above the ground level of any surrounding land without further consultation with the Lead Local Flood Authority and Local Planning Authority, to consider suitable mitigation measures to ensure that surface water flood risk is not created or increased to land adjacent to the permitted development.

Conditions

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 have been certified complete by the Local Planning Authority. The works required are:-

- There are currently two bus stops in the vicinity that are served by buses to and from Boston on Wainfleet road. Of the two stops, only one is physically marked with the other considered a customer and practice stop. Therefore, the custom and practise stop on the Eastbound side of Wainfleet Road, is to be constructed and marked with a bus stop pole and timetable.
- Given the distance from the bus station, it would be useful if there were clear markings on the street to denote the direction to travel to the NHS centre from the bus station. Therefore, appropriate and highway approved directional hospital signage is to be provided at strategic locations in agreement with the Highway Authority.
- Upgrading of the existing pedestrian crossing at the existing access with tactile paving, a new pedestrian crossing point with tactile paving at the junction of Old Wainfleet Road with Church Road and new pedestrian crossing point with tactile paving across Church Road, all for safe and suitable pedestrian access.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

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

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;
- 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 27

The permitted development shall not be occupied until those parts of the approved Travel Plan that are identified therein as being capable of implementation before occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented for as long as any part of the development is occupied.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

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.

Highways

This proposal is for the construction of a new Community Diagnostic Centre (use Class C2) on Old Wainfleet Road in Skegness, Lincolnshire. The new facility will provide key diagnostic services, including MRI, CT and X-ray, with additional cardiac and respiratory services. Patients would normally need to travel to Lincoln County Hospital in Lincoln or Pilgrim Hospital in Boston to access these diagnostic services. It is expected that the new facility will be open 7-days a week - employing 25no. full-time staff and treating a maximum of 240no. patients per day.

Old Wainfleet Road is 30mph and visibility can be achieved in accordance with MfS at the existing access. The proposed development is expected to generate a daily total of 28no. two-way staff trips, including 3no. two-way trips during the AM peak hour (08:00-09:00) and 3no. two-way trips during the PM peak hour (17:00-18:00). The new Community Diagnostic Centre will treat 240no. patients per day when operating at maximum capacity. Patient arrivals and departures are expected to be distributed across a 13-hour period, which is equivalent to around 19no. patients per hour. On this basis, on average, it is estimated that 19no. patients per hour would arrive from 07:30, and 19no. patients per hour would depart from 08:30. This pattern of arrivals and departures continues throughout the day until 20:30. Therefore, from around 08:30 the new Community Diagnostic Centre is expected to generate 38no. patients per hour (arrivals and departures), this is equivalent to around 20no. two-way car trips per hour. In total, approximately 23no. two-way vehicle trips in AM and PM peak hours. This is equivalent to 1 trip every 2.5 to 3 minutes when averaged over the peak hour, which is expected to have a low impact on the local highway network. Therefore, it can be concluded that the proposed development will not have a 'severe' traffic impact on the local highway network, which is the threshold stated by NPPF (Paragraph 115) under which development should not be refused on highways grounds. Based on the trip generation

exercise, the peak staff and patient parking demand generated by the new Community Diagnostic Centre is estimated as follows:

- Staff parking demand – it is anticipated that the proposed development would generate a maximum staff parking demand of around 12no. cars, based on a maximum of 25no. staff members and 47% car drivers.
- Patient parking – as appointments will be distributed across the day and patients are expected to be on site for up to 2-hours, patients will generate parking demand for around 18 cars. This is based on 38no. patients per hour (arrivals and departures) and 47% car drivers.

Overall, new Community Diagnostic Centre is expected to generate a total staff and patient parking demand of 30no. cars. This is a robust estimate of car parking demand as it is based on the facility operating at maximum capacity. It also does not account for patients arriving by ambulance, and therefore not take up a parking space. In summary, the analysis shows that the proposed car parking provision (40no. spaces) will adequately accommodate the peak parking demand (30no. cars) generated by the new Community Diagnostic Centre, with spaces remaining available for any occasional peaks in parking demand. Analysis of the Personal Injury Collision data confirms that there are no collisions on Old Wainfleet Road within the proximity of the development site. There were 4no. collisions at the Grantham Drive/Wainfleet Road junction (slight) however, based on the frequency and severity of collisions recorded, there is no evidence to suggest that the highway layout, design, or condition are significant factors in PIC records on the local highway network.

Officer's Name: Dean Whitehead

Officer's Title: Senior Development Management Officer

Date: 12th March 2024