

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

District: South Kesteven District Council

Application number: S24/0057

Application Type: Full

Proposal: Erection of Class B2 / B8 (Food Processing Facility) with associated loading and service yard, following demolition of existing warehouse facility

Location: Easton Properties Ltd, Burton Lane, Grantham, NG33 5AU

Response Date: 21 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:

No objection subject to:

- **Planning Conditions** as detailed below.

Introduction/Site Location

The applicant proposes to use the footprint on the brownfield site where the existing redundant food production facility and some redundant parts of the Waste Water Treatment Facility is, to construct a new 18,630m² capacity food production facility.

The proposed development will be accessed from the main existing access off Burton Lane. Changes to the existing site access was proposed as part of the approved 2020 Section 73 planning submission to amend the proposed site access arrangement under the 2018 application. This proposed a separate access for the McCains facility from Burton Lane, which will be used to access the proposed development. As part of this permitted site arrangement, improved access arrangements for Heavy Goods Vehicles (HGVs) were proposed. This was aimed at removing the existing situation whereby HGVs queue back onto Burton Lane prior to site entrance. The new arrangement included new barrier access (x6 lanes) and the use of number plate recognition system. The new arrangement allows up to nine HGVs to be able to queue at the site access at busy times while security checks being take place.

As part of the new site access arrangement, an online booking system would be in-place whereby authorised Heavy Goods Vehicles (HGVs) book their arrival slot at the site beforehand. The Automatic Number Plate Reader (ANPR) would then detect the registered HGVs and lift the barriers automatically to allow entry. A manned transport office will be located at the proposed development and linked to the barriers via an intercom and the ANPR system. This is so that HGVs arriving without a booked arrival slot can be dealt with promptly.

It should be noted that the main site access is only used by delivery and servicing vehicles to the site. Staff and visitors access the site via the designated parking area located in southeastern corner of the wider site which is accessed via separate access off Burton Road. This reduces pressure on the site access and interaction between deliveries or servicing vehicles and staff and visitors arriving or leaving the site.

HGV parking spaces will be provided within the service yard for the proposed Food Production Facility. Vehicle swept path analysis of the service yard has been undertaken showing that HGVs can safely manoeuvre in and out of that area

The wider site operates staff shuttle buses which serve surrounding villages and Grantham, about 6 miles to the north. A double decker bus with capacity of 80 seats provides a staff service to the site from Grantham via Great Ponton. Services arriving at the site coincide with the start of staff shifts, approximately at 6am, then at approximately 2pm, and then at approximately 10pm. Services also arrive at the site just before 8am and just before 6pm. This shuttle bus then returns to Grantham, leaving just after the shift switchover.

The site is located in a very rural setting and as such there are no local public bus services operating within its immediate vicinity.

Burton Lane is located to the immediate south of the site and provides access to the main site entrance and the staff parking area located in the southeast corner of the wider site. Burton Lane to the East of the site is a country lane which only serves isolated farmstead before going past the East Coast Mainline into Burton Coggles.

B6403 High Dike runs north to south approximately 150m west of the main gatehouse access to the site where it forms a T-junction with Burton Lane. The B6403 High Dike carriageway is approximately 7.0m wide and provides direct connections to Grantham and areas to the north and to the A1 and areas to the south. B6403 High Dike carriageway narrows to 6.0m on approaching the East Coast Mainline bridge approximately 2.8km north of the site. A height restriction of 4.1m is also in place at the bridge making it impossible for vehicles with height in excess of 4.1 m to use that route to travel north.

The A1 is located west of the site and runs north to south, providing strategic connections to the site. The nearest access to the A1 from the site is via its junction with B6403 High Dike and Bridge End located approximately 1.8km southwest from the site. With the height restriction present on B6403 High Dike to the north of the site, the A1 serves as the main access route for vehicles who exceed the 4.1 m height restrictions on approach to the East Coast Mainline bridge.

The wider site is currently in operation, and as such already has HGVs accessing it. At LCC's request, HGVs which access the site not meeting the height restrictions imposed at the East Coast Mainline bridge on B6403 High Dike north of the site will be requested to route through the south of the site. In line with existing practice at the wider site, the proposed development will route all HGV's who do not meet the height restriction via the A1 and through the B6403 High Dike Road south of the site.

Highway safety/Highway capacity

The planning application is supported by a Transport Assessment which considers the impact of the proposed development on the highway network.

The trip distribution provided shows that in the morning peak 39 vehicles (30 cars and 9 HGVs) will access the site and 16 vehicles (6 cars and 10 HGVs) will leave the site. In the evening peak 17 vehicles (6 cars and 11 HGVs) will access the site and 38 vehicles (30 cars and 8 HGVs) will leave the site. This equates to approximately one two-way vehicle every one-minute accessing or leaving the site via the B6043 High Dike Road and one two-way vehicle every two minutes accessing or leaving via the A1/Bridge End/B6043 interchange.

The detailed information 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.

Off-Site Improvements

The proposed development required works to be carried out to widen Burton Lane to accommodate 2 way traffic. Please refer to the condition.

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 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 greenfield run-off;
- 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 a road widening scheme between the existing site entrance to the proposed car park accesses along Burton Lane) 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

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: Sarah Heslam

Officer's Title: Principal Development Management Officer

Date: 21 March 2024