



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

District: South Kesteven District Council

Application number: S23/1240

Application Type: Full

Proposal: Erection of 250 dwellings with landscaping, open space, access and associated works.

Location: Land on North side of A52 Somerby Hill, Bridge End Road, Grantham, NG31 7TS

Response Date: 19 April 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.

Comments:

The application proposals are for the erection of 250 dwellings with landscaping, open space, access and associated works at land north of of A52 Somerby Hill, Bridge End Road, Grantham.

The site is not allocated within the adopted Local Plan but sits between the existing urban area of Grantham and land presently allocated for two proposed major mixed use developments at Spitalgate Heath and the Prince William of Gloucester barracks, making this a logical infill site.

The Prince William of Gloucester Barracks allocation comprises circa 3,500 - 4,000 dwellings, 8ha of employment generating land uses, a new Primary School and a village hub with local neighbourhood shops and community uses as well as extensive open space and substantial tree planting.

The Spittlegate Heath Garden Village allocation (on the opposite side of the A52) comprises a mixed-use settlement of approximately 3,700 dwellings and developed on the premise of garden village principles. The site has an extensive planning history, most recently comprising an outline planning permission granted in November 2021 for 205 dwellings acknowledging the sites sustainability and suitability to be delivered. The existing permission remains live and could be implemented.

The site lies within the administrative boundary of South Kesteven District Council with Lincolnshire County Council (LCC) being the local highway authority. It is bound to the south by Somerby Hill/Bridge End Road (A52) and wraps around the Andapak Supply factory, which is similarly accessed from the A52; to the west and north-west by the David Eatch residential estate; to the east by the Prince William of Gloucester Barracks and to the north by open countryside.

The site measures 9.53ha (23.54 acres) and currently comprises two undeveloped agricultural fields. It benefits from clearly defined boundaries to the east, south and west, which are marked by mature trees and hedgerow; whilst the northern boundary to the open countryside is currently undefined.

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 detailed information concludes that no significant impact will occur on the existing network. However, through previous applications the appropriate mitigation has been established, in terms of various contributions, detailed below.

The Transport Assessment concludes that the development can be served by a simple priority T-junction, rather than as previously agreed, via a Ghost Island Right Turn Lane.

Site Layout

The proposals include a variety of car parking solutions, and the number of spaces proposed is in line with Lincolnshire County Council's guidance.

Comments from the Executive Councillor: Highways and Transport

The member would like to note concerns with the layout of the on-plot car parking arrangements, namely the tandem spaces. In accordance with LCC guidance on parking, LCC only consider tandem car parking spaces to count as one car parking space. LCC advise that on-plot car parking spaces be delivered side-by-side rather than in tandem.

The proposed layout provides appropriate connections to create a link between the existing residential areas to the west, through the site, along with links into the adjacent allocated areas to the east and south of the site.

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. This application incorporates the use of various SuDS techniques with a restricted discharge. Therefore, the Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

Off-Site Improvements

All mitigation, associated with the development, is in the form of S106 requests. These requests are considered to be appropriate mitigation to accommodate the development including enhanced bus services, junction improvements and the implementation of cycleway infrastructure along Somerby Hill/Bridge End Road.

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 26

Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

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.

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 2.0 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 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.

Informatives

Highway Informative 05

All roads within the development hereby permitted must be constructed to an acceptable engineering standard. Those roads that are to be put forward for adoption as public highways must be constructed in accordance with the Lincolnshire County Council Development Road Specification that is current at the time of construction and the developer will be required to enter into a legal agreement with the Highway Authority under Section 38 of the Highways Act 1980. Those roads that are not to be voluntarily put forward for adoption as public highways, may be subject to action by the Highway Authority under Section 219 (the Advance Payments code) of the Highways Act 1980. For guidance, please refer to <https://www.lincolnshire.gov.uk>

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 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>

Note to Planner

- A contribution of £500,000 is requested at both Gainsborough Corner and Harrowby Lane.
- A contribution of £20,000 per annum, for 3 years, is requested towards public transport in the vicinity of the site, ensuring regular access to the site.

- A contribution of £300,000 is requested for the implementation of cycleway infrastructure, from the proposed site along Somerby Hill/Bridge End Road.

Officer's Name: Sarah Heslam

Officer's Title: Principal Development Management Officer

Date: 19 April 2024

South Kesteven District Council
 Development Control
 Planning Department

Corporate Property Team
 Lincolnshire County Council
 County Offices
 Newland
 Lincoln LN1 1YL

Email: Property_Strategy@Lincolnshire.gov.uk

My Ref: S106/SKDC/S23/1240/2023

Date

Dear Sir/Madam

**Development – Land on the North Side of A52 Somerby Hill Bridge End Road Grantham NG31 7TS Erection of 250 Dwellings
 Application Number – S23/1240**

Thank you for your notification of 18 July 2023, concerning the proposed development at the above site. I have now had the opportunity to consider the impact on the local schools reasonably accessible from the development. Please see below overview in relation to the impact, and details for primary, secondary and sixth-form that follow.

Overview

Please see below table in relation to the number of places required and available in local schools from/for the proposed development:

| Type | Children produced by scheme | Sufficient places available 2025/26 (Y/N/Partial) | Places to be mitigated | Contribution sought |
|------------|-----------------------------|---|------------------------|---------------------|
| Primary | 47 | N | 47 | £ 863,249 |
| Secondary | 43 | N | 43 | £ 1,096,629 |
| Sixth-form | 8 | N | 8 | £ 204,024 |
| | | | Total | £ 2,163,902 |

Please note, where an application is outline a formulaic approach will be taken in a section 106 agreement, this may result in a higher contribution if a high proportion of large houses are built. This would be finalised at the reserved matters stage. All section 106 agreements should include indexation using the Tender Price Index of the Royal Institute of Chartered Surveyors Building Cost Information Services (RICS BCIS TPI).

The above contributions would be spent on the following:

| Type | Amount | Scheme |
|------------|------------|---|
| Primary | £ 863,249 | Education Provision at Grantham St Annes Primary School or towards a new primary school in Grantham |
| Secondary | £1,096,629 | Education provision in the Grantham Secondary planning area or towards a new secondary school in Grantham |
| Sixth-form | £ 204,024 | Education provision in the Grantham Secondary planning area or towards a new secondary school in Grantham |

Following the removal of Regulation 123 from the Community Infrastructure Levy Regulations on 01 September 2019, requests can be made toward more than one scheme to provide the ability to extend the most appropriate school, to mitigate the impacts of development at the time those impacts are felt.

Detail

The below table indicates the number of pupils generated by the proposed development. This is on the basis of research by Lincolnshire Research Observatory utilised to calculate Pupil Production Ratio (PPR) multiplied by the number of homes proposed.

| House Type (if known) | No of Properties | PPR Primary | Primary Pupils | PPR Secondary | Secondary Pupils | PPR Sixth Form | Sixth Form Pupils |
|-----------------------|------------------|-------------|----------------|---------------|------------------|----------------|-------------------|
| 2 Bedroom | 39 | 0.09 | 3.51 | 0.09 | 3.51 | 0.018 | 0.702 |
| 3 Bedroom | 121 | 0.17 | 20.57 | 0.17 | 20.57 | 0.034 | 4.114 |
| 4+ Bedroom | 72 | 0.33 | 23.76 | 0.27 | 19.44 | 0.054 | 3.888 |
| Total (rounded down) | 232 | - | 47 | - | 43 | - | 8 |

Capacity is assessed using the County Council's projected capacity levels at 2025/26, this is the point when it is reasonable to presume that the development would be complete or well on the way.

| Type | Local School/School Planning Area | Pupils generated | Sufficient places available 2025/26 (Y/N/Partial) | Places to be mitigated |
|------------|--|------------------|---|------------------------|
| Primary | Grantham St Annes Primary School/ Grantham East planning area | 47 | N | 47 |
| Secondary | Grantham Secondary planning area | 43 | N | 43 |
| Sixth-form | Grantham Secondary planning area | 8 | N | 8 |

As the development would result in a direct impact on local schools, a contribution is therefore requested to mitigate the impact of the development at local level. This is a recognisable and legitimate means of addressing an impact on infrastructure, accords with the NPPF (2019) and fully complies with CIL regulations; we feel it is necessary, directly related, and fairly and reasonably related in scale and kind to the development proposed in this application.

The level of contribution sought in this case is in line with the below table.

| Type | Places to be mitigated | Contribution per place* | Sub-total | Local multiplier** | Lincolnshire contribution per place | Total contribution requested |
|----------------------|------------------------|-------------------------|-------------------|--------------------|-------------------------------------|------------------------------|
| Primary extension | 47 | £18,007 | £846,329 | 2.00 | £18,367 | £863,249 |
| Secondary extension | 43 | £25,003 | £1,075,129 | 2.00 | £25,503 | £1,096,629 |
| Sixth-form extension | 8 | £25,003 | £200,024 | 2.00 | £25,503 | £204,024 |
| Total | - | - | £2,121,482 | - | | £2,163,902 |

*current cost multiplier per pupil place based on National Cost Survey

** to reflect Lincolnshire's average build cost compared to national average

We would suggest the s.106 monies are paid at the halfway point in the development to allow timely investment by the County Council whilst not adversely affecting the developer's viability.

Please note the County Council retains the statutory duty to ensure sufficiency of school places and this includes capital funding provision of sufficient places at maintained schools, academies and free schools.

We would invest the funding at the most appropriate local school(s) regardless of their status but ensure the s.106 funding is used only to add capacity as this is the only purpose for which it is requested.

I look forward to hearing from you, thank you for your notification of the application and thank South Kesteven District Council for your continued cooperation and support.

Yours sincerely

Sam Barlow
Strategic Development Officer
Corporate Property Service

(By e-mail)

Chief Fire Officer: Mark Baxter

My Ref: GS
Your Ref: S23/1240Lincolnshire Fire and Rescue
Skegness Fire Station
Churchill Avenue
Skegness
Lincolnshire
PE25 2RNHighways SuDS Support
Lincolnshire County Council
County Offices
Newland
Lincoln
LN1 1YL**FAO The Case Officer**Sent by email to HighwaysSUDsSupport@lincolnshire.gov.uk

3 August 2023

Dear Sir/Madam

**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING CONSULTATION: Erection Of 250 Dwellings With Landscaping,
Open Space, Access And Associated Works - Land On North Side Of A52
Somerby Hill, Bridge End Road, Grantham, NG31 7TS**

I refer to the planning application reference S23/1240. The Fire Authority would make no objection to the application provided that the following items were included within the development:

- I. 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.**
- II. 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/shared access roads in order to achieve the above item.**
- III. 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. Developers completing their applications to Anglian Water Services for a new water mains scheme shall inform the water**

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undertakers that fire hydrants are required by the Fire Service. The Anglian Water Main-laying Design Team will send consultation drawings to the Fire Service Water Officer to confirm the required hydrant locations. Fire hydrants shall conform to BS750-2012 and acceptance testing will be carried out by a Hydrant Inspector on completion. Following adoption the Fire Service will be responsible for the ongoing maintenance and repairs for the lifetime of the fire hydrant(s). The Hydrant Inspector will fix a standard yellow "H" hydrant marker plate nearby.

Should the developer need to consult with Lincolnshire Fire and Rescue please email the address below.

Yours faithfully

Lincolnshire Fire and Rescue
Fire Safety Inspector

Telephone: 01754 898980
Email: fire.safety@lincolnshire.gov.uk