

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

District: South Kesteven District Council

Application number: S23/2175

Application Type: Full and Outline

Proposal: Hybrid planning application for the erection of 175 dwellings with associated access, infrastructure, open space and landscaping (full application) and community facility (outline)

Location: Land at Low Road, Barrowby

Response Date: 16 May 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:

This is a hybrid planning application for the erection of 175 dwellings with associated access, infrastructure, open space and landscaping (full) and community facility (outline) at Low Road, Barrowby.

The application site is situated to the north of Low Road, Barrowby, located approximately 800m south-east of the village centre and 2.5km to the west of Grantham.

The Site comprises 7.8 hectares and comprises of a single agricultural field. It is bound by Low Road to the south and west, and agricultural fields to the north and east. The Site's topography varies, rising generally from south to north. The application site is bordered by hedgerows to the north, south and west, opening up to adjacent land immediately in the east, there are also several trees around the perimeter of the site.

The site forms part of a wider housing allocation of 270 dwellings within the South Kesteven Local Plan (ref: LV-H3 Low Road). A masterplan for this allocation was collaboratively produced in June 2023 by Allison Homes, Persimmon Homes and Platform Housing Group. The Masterplan was approved at Cabinet in September 2023.

Within the wider site allocation, the parcel to the northwest is a Platform Housing Group site for 49 affordable dwellings, with outline and reserved matters approval and currently under construction.

The field parcel to the north is a Persimmon Homes site which is currently the subject of a pending full planning application for 67 dwellings.

The access proposals are in the location specified in the approved masterplan, with large public open space areas offsetting development from Low Road. The development is outwards facing onto open space along the site entrance, with larger detached properties creating a strong street scene along the open space.

Highway safety/Highway capacity

The proposed development would generate up to 104 two-way vehicle movements in a peak hour. Data extracted from the 2011 Census indicates that the traffic would split relatively evenly at the site accesses, with 46% of people wishing to travel to/from the west, through the village centre and to either the A52 or A1 and the remaining 54% routing towards Grantham along Low Road and Dysart Road. The development traffic would not present a material impact at any off site junctions.

There is no precise definition of "severe" with regards to NPPF Paragraph 109, 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.

Site Layout

Car parking spaces are provided in line with Lincolnshire County Council guidance.

The proposed layout conforms to the principles of the Comprehensive Masterplan.

Flood Risk and Drainage

As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regards to drainage on all Major applications. In accordance with the NPPF, Local Planning Authorities should ensure that flood risk is not increased elsewhere and the scheme 'incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate' (NPPF Paragraph 175). Lincolnshire County Council does not consider that the most appropriate form of SuDs drainage has been proposed for the site. The road design, on some streets, includes gullies and pipes, which could be modified to a more compliant SuDs scheme where the surface water flows are kept on the surface and run across to the swale, without the need for gullies and pipes.

However, the principles of the drainage strategy are broadly acceptable but this will be determined through a technical review at the Section 38 stage. It is requested that the drainage conditions, as detailed below, are included on the decision notice.

Off-Site Improvements

The Highway Authority is actively seeking to promote cycling and walking in a number of towns within the County, including Grantham, by means of a series of Cycling and Walking Network Plans. The Authority therefore requests that any grant of consent for this

Application be conditional upon the Applicants being required, by means of a Section 106 Legal Agreement, to make a financial contribution of £255,132 (pro-rata with adjacent site) towards the cost of delivering initiatives set-out within the Grantham Cycling and Walking Network Plan.

- £255,132 for improvements for active travel schemes in the vicinity of the site.

Please refer to a request, detailed below, for an improved footway and bus stop inclusive of poles, flags and timetables.

The travel plan is to include a redeemable free bus for each dwelling for one year. Residents will have up to one year to redeem this bus pass from the day they move in. The maximum cost of this is up to £171,000, which will depend on the take up of the scheme.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Highway Condition 1

Prior to the commencement of the development, a priority culvert risk assessment for the culvert under the A1 trunk road, in accordance with DMRB CD535 and informed by a pre-construction condition survey, should be submitted to and approved in writing by the planning authority in consultation with the highway authority for the A1 trunk road.

Highway Condition 00

No development shall take place until a Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development.

The Construction Management Plan and Method Statement shall include;

- phasing of the development to include access construction;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of 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.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

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, the permitted development during construction and to ensure that suitable traffic routes are agreed.

Highway Condition 20

The development hereby permitted shall not be occupied before a footway widening scheme for the site frontage, an improved bus stop including bus stop poles and flags and inclusive of timetable has been provided in accordance with details that shall first have been submitted to, and approved in writing by, the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water run-off from the highway.

Reason: To ensure the provision of safe and adequate pedestrian access to the permitted development, without increasing flood risk to the highway and adjacent land and property.

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 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;
- 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.

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.

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 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. The works should be constructed in accordance with the Authority's specification that is current at the time of construction. Relocation of existing apparatus, underground services or street furniture will be the responsibility of the applicant, prior to application. For application guidance, approval and specification details, please visit <https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb> or contact vehiclecrossings@lincolnshire.gov.uk

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 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 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 our website via the following links:

Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>

Licences and Permits - <https://www.lincolnshire.gov.uk/licences-permits>

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.

Officer's Name: Sarah Heslam

Officer's Title: Principal Development Management Officer

Date: 20 May 2024