

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

**District: Boston Borough Council**

**Application number: B/24/0098**

**Application Type: Full - Major**

**Proposal: Erection of a mixed-use development comprising Class E and/or B8 with ancillary showroom (trade specialists) and/or specified Sui generis uses together with access, servicing, car parking, EV charging facilities and associated works**

**Location: Land at Wallace Way / Scott Drive, The Quadrant, Boston, PE21 7NF**

**Response Date: 19 July 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**

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 XXX 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 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>

The principle of this form and quantum of development on this site is acceptable in highway terms. The identified site is part of the Quadrant 1 residential commercial and recreational development that already has a Hybrid Consent for such use. Access into the site is already formed off Scott Drive and this will be suitable for the proposed development without having an unacceptable impact upon highway safety or a severe residual cumulative impact upon the capacity or operation of the local highway network.

A Transport Assessment has been provided and in summary, the existing site comprises a plot of previously undeveloped land located on Scott Drive, at the junction with Wallace Way. Plot F is part of the wider mixed-use development area known as the Quadrant; The proposed development seeks the erection of a mixed-use development comprising Class E and/or B8 with ancillary showroom (trade specialists) and/or specified sui generis uses; The

development will offer step-free access to the existing footway network on Scott Drive and Wallace Way; Cycle parking will be provided in accordance with the standards set out in the South East Lincolnshire local plan; The proposed development will provide a total of 48 car parking spaces, including disabled car parking spaces; the level and mix of parking is in accordance with South East Lincolnshire car parking standards and suitable for the mix of uses that might occupy the development; Servicing of the development can take place within the curtilage of the site with goods vehicles able to leave and rejoin the public highway in a forward gear; Given the nature and relatively small size of the proposed units the majority of goods vehicles attending the development are expected to be comprised of light panel vans, 7.5t box vans and 10m long (17t) rigid bodied vehicles. Refuse collection vehicles will also attend on a regular basis. Vehicle swept paths demonstrating various vehicle sizes attending the site are presented. A trip generation assessment has been undertaken to show that there would be 27 two[1]way trips to/from the development during its busiest weekday AM period (09:00 – 10:00) and 37 additional two-way trips during the weekday PM peak period (17:00 – 18:00). On a Saturday, it is estimated that the development would generate 48 two-way vehicle trips during the peak hour (13:00 – 14:00); Based on distribution assumptions which have regard to the location of the development relative to the wider built-up area, the increases in traffic flows on the local road network have been considered, with the additional volumes regarded as negligible enough not to warrant a more detailed study of junction operations being considered. Surface water will discharge directly to the existing drainage strategy which has approval previously with the Internal Drainage Board at a restricted rate.

**Officer's Name: Dean Whitehead**

**Officer's Title: Senior Development Management Officer**

**Date: 19 July 2024**