

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

**District: West Lindsey District Council**

**Application number: WL/2024/00446**

**Application Type: Outline - major**

**Proposal: Outline planning permission to erect up to 150no. dwellings with access to be considered and not reserved for subsequent applications**

**Location: Land North of Corn Close, Corn Close, Fiskerton, Lincoln**

**Response Date: 2 August 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**

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

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 Objections**

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

**Recommendation for refusal/No objection subject to:**

The S106 requests and highway improvements outlined below:

- Tactiles crossing points at 5 junctions in the locality of the development, see below condition.
- Improvements and metalling of the existing PROW's that run through the site, including a diversion under the T&CPA, see below condition and notes.
- 15k S106 contribution to provide 2x additional bus stops in the locality of the development.
- 140k S106 contribution towards bus services, 12-month travel pass contribution per household.
- 5k S106 contribution toward future monitoring of the approve Travel Plan.

### **Introduction/Site Location**

Planning proposal is for permission to erect up to 150no. dwellings on land North of Corn Close, with access to be considered and not reserved for subsequent applications.

### **Existing Conditions**

Site is currently greenfield in nature with existing public rights of way present.

### **Highway safety**

It is considered by the Highway Authority that the proposed development does not pose a risk to highway safety, subject to the outlined highway mitigation requirements.

## **Highway capacity**

The submitted Transport Assessment (TA) documents outline the proposed developments trip generation impact on the public highway, and it is considered that the impact is acceptable. Access to the site will be via the existing priority junction of Corn Close and Ferry Road, and no improvements to this junction are required to facilitate this development.

## **Travel Plan**

An approved Travel Plan will be required for this development, to promote sustainable travel. It will be subject to a suitable condition.

## **Site Layout**

Site layout is not for consideration due to it being a reserved matter, however, the Highway Authority would make the following comments on the indicative layout submitted:

- Avoid crossroad arrangements where possible.
- We do not permit vertical deflections in the carriageway (speed bumps).
- Avoid long straight sections that allow vehicles to pick up excessive speed.
- Footways are generally expected to be 2m in width, we do however encourage alternative designs that move away from the standard footway/carriageway shown here, such as shared surfaces and open space arrangements.

The current design of the site is a traditional adoptable highway and footway configuration, and whilst it is not objectionable, consideration should be given to incorporating Placemaking and Building for a Healthy Life design codes and principles into the submitted layout. The Highway Authority encourages permeability and circulation for all modes of movement within the site and promotes the adoption of alternative highway designs.

The Highway Authority would also encourage tree lined streets as part of the overall development layout.

The emergency access shown on to Hall Lane will not be required, pedestrian provision only will be required.

## **Flood Risk and Drainage**

A suitable in principle drainage strategy has been submitted and will be subject to detailed design at reserved matters stage. A suitable condition is as outline below and will be required.

All culverted sections and associated structures of the existing outfalls from the site will require surveying and any remedial works carried out. Outfalls proposed for the surface water management of the developed site must be upgraded where necessary.

## **Planning Conditions:**

In the event that planning permission is granted the following conditions are recommended:

### 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 by means of the provision of a tactile crossing point at the following junction locations, have been certified complete by the Local Planning Authority.

- Corn Close/Ferry Road
- Ferryside Gardens/Ferry Road
- School Close/Ferry Road
- Ridings Close/Ferry Road
- The Crescent/Ferry Road

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

### 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 a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. Those parts of the 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 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 rates;
- 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.

## **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 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 conditions are required to be carried out by means of a legal agreement between the landowner (where required) 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](http://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>

## **Notes**

A S106 sum of £5000 is required for the future monitoring of the approved Travel Plan.

A S106 sum of £140,000 is requested to provide a 12 month bus pass per household, in the interests of promoting sustainable travel and to reduce the dependency on car travel.

A S106 sum of £15,000 is required to provide 2 x bus shelters

Regards

**Officer's Name: John Clifton**

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

**Date: 2 August 2024**

West Lindsey District Council  
 Development Control  
 Planning Department

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

Email: [Property\\_Strategy@Lincolnshire.gov.uk](mailto:Property_Strategy@Lincolnshire.gov.uk)

My Ref: S106/WLDC/WL/2024/00446/2024  
 02 July 2024

Dear Sir/Madam

**Development** – OUTLINE PLANNING PERMISSION TO ERECT UP TO 150NO. DWELLINGS WITH ACCESS TO BE CONSIDERED AND NOT RESERVED FOR SUBSEQUENT APPLICATIONS LAND NORTH OF CORN CLOSE, CORN CLOSE, FISKERTON, LINCOLN

**Application Number** – WL/2024/00446

Thank you for your notification of 28 June 2024, 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 2026/27 (Y/N/Partial)	Places to be mitigated	Contribution sought
Primary	45	N	45	£891,607.50
Secondary	24	N	24	£0
Sixth form	9	N	9	£0
			<b>Total</b>	<b>£891,607.50</b>

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	£891,607.50	Education provision at Cherry primary planning area
Secondary	£654,032.16	N/A - CIL
Sixth form	£245,262.06	N/A - CIL

Following the removal of Regulation 123 from the Community Infrastructure Levy Regulations on 01 September 2019, requests for items formerly on a Regulation 123 list are now permitted; the Central Lincolnshire Developer Contributions Supplementary Planning Document (2018) still restricts secondary and school-based sixth form to CIL only. Requests can also 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
Unknown	150	0.30	45	0.1611	24.165	0.060	9
Total (rounded down)	150	-	45	-	24	-	9

Capacity is assessed using the County Council's projected capacity levels at 2026/27, 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 2026/27 (Y/N/Partial)	Places to be mitigated
Primary	Cherry primary planning area	45	N	45
Secondary	Welton secondary planning area	24	N	24
Sixth form	Welton secondary planning area	9	N	9

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	45	£19,425	£874,125	2.00	£19,813.50	£891,607.50
Secondary extension	24	£26,717	£641,208	2.00	£27,251.34	£654,032.16** *
Sixth-form extension	9	£26,717	£240,453	2.00	£27,251.34	£245,262.06** *
<b>Total</b>	-	-	<b>£1,755,786</b>	-		<b>£891,607.50</b>

\* Current cost multiplier per pupil place based on National Cost Survey

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

\*\*\*amounts for indicative purposes only, request reduced to £0 in line with Developer Contributions Supplementary Planning Document

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 West Lindsey District Council for your continued cooperation and support.

Yours sincerely

**Sam Barlow**  
**Strategic Development Officer**  
**Corporate Property Service**

(By e-mail)