

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

District: South Holland District Council

Application number: H11-0120-24

Application Type: Full-Major

Proposal: Proposed residential development (123 dwellings) - previously approved under H11-0398-12

Location: Land off Little London, Long Sutton, Spalding

Response Date: 7 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

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.

Application number: H11-0120-24

Application Type: Full-Major

Location: Land off Little London, Long Sutton, Spalding

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

Recommendation for no objection subject to:

An objection has been raised by the Highways and Lead Local Flood Authority but if the Local Planning Authority are still minded to recommend approval, LCC would be grateful for notification via DevelopmentManagement@lincolnshire.gov.uk as to why material considerations outweigh the Highway and Lead Local Flood Authority objections, and be given an opportunity to make further representations.

- **Planning Conditions** as detailed below.

Comments:

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 the NPPF.

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 has provided details to support a site-specific sustainable drainage system with a controlled rate of surface water run-off, and therefore the Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

Introduction/Site Location

There is an existing Planning Permission that has been implemented on site, reference H11-0398-12. The new application is intended to replace this Planning Permission. The site is located off Little London which is located to the northeast of Long Sutton village centre which

was previously a butterfly Park. The proposals are to construct 123 residential dwellings in a mix of 2,3 & 4 bed houses and 3 bed bungalows with allocated affordable housing. The development is served by the existing vehicular access from Little London that was previously formed to implement the extant permission. Little London is subject to a 30mph speed limit. The access will run into the site from the west serving a simple and legible internal road layout. The proposed dwellings have been positioned in a number of outwardly facing groups therefore creating positive frontages throughout the development. A footpath will be provided to one side of the internal roads with surface water filter strip to the other side except for the western most street that has a footpath either side of the road. There is an unmarked bus stop opposite the site providing the 505L service. Personal Injury Collision Analysis showed five collisions along Little London, with one 25m from the entrance in 2019 which involved two cars colliding to miss a cat. All five were not fatal or serious. There is no pattern or common factors of these collisions indicating that there are no inherent highway safety issues along London Road. Therefore, it is concluded that the proposed development is unlikely to increase the frequency of further collisions. Transport Assessment and Travel Plan provided and are acceptable.

The nearest surface water feature is the South Holland IDB watercourse which runs alongside the northern boundary of the site, between the site and the school. This watercourse flows east where it links up with the wider IDB network. Anglian Water records indicate no public surface water sewers in the area. As a result of the Flood Risk Assessment, the minimum FFL for the two storey dwellings on the site is to be 3.9m AOD, which is 500mm above the existing ground level of the site, and bungalows is to be 4.4m AOD, which is 1000mm above existing ground levels. The ground conditions are not considered suitable for surface water to be discharged through infiltration. It is proposed to construct under-drained filter strips to serve the adoptable highway with connections from private plot drainage to the S104 surface water sewer. The S104 surface water sewer will be 600mm diameter pipes with perforated pipes, where located in the filter strips. Following discussions with the IDB, the discharge rate shall be restricted to 5 l/s in all storm events up to and including the 100 year + 40% storm events. Attenuation basins will be created to accommodate the attenuation volumes at the eastern end of the site, along with the public open space area being set slightly lower to accommodate additional volumes. It is proposed to make a connection to the existing IDB watercourse via a new headwall. The connection and works adjacent to the South Holland IDB watercourse are subject to a land drainage consent application. Design proposal acceptable and will not increase surface water flooding.

Existing Conditions

Greenfield site with associated buildings

Highway safety

Mitigated with highway network improvements due to the proximity of the development site with the local schools and facilities within Long Sutton and to promote sustainable travel, the upgrading of existing uncontrolled pedestrian crossings with tactile paving and extending the footway provision from the site with crossing provision on Little London.

Highway capacity

Acceptable impact as outlined in the submitted Transport Assessment.

Travel Plan

Subject to condition

Site Layout

Acceptable, site estate roads will require constructing to Lincolnshire County Council's specification for formal adoption under a S38 Agreement.

Flood Risk and Drainage

Limited discharged rate and on-site drainage infrastructure with attenuation mitigates any potential issues regarding surface water flooding. Site is currently showing as not being at risk.

Off-Site Improvements

Laid out in recommended planning conditions below.

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 20

The development hereby permitted shall not be occupied before a 2.0-metre-wide footway with uncontrolled crossing point with tactiles, to connect the development to the existing footway network, 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 21

No part of the development hereby permitted shall be occupied before the works to improve the public highway by means of upgrading uncontrolled pedestrian crossing points to include tactile paving and dropped kerbs where necessary at the junction of Back Lane with Little London, the junction of Daniel's Crescent with Little London and, the junction of Daniel's Gate with Park Road 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.

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 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.

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 condition 20 and 21 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>

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.

Note to Planning Officer

Please secure a S106 sum of:

- £5000 for the future monitoring of the required Travel Plan.

Officer's Name: Dean Whitehead

Officer's Title: Senior Development Management Officer

Date: 7 August 2024