

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

District: South Kesteven District Council

Application number: S23/0055

Application Type: Outline

Proposal: Outline planning application for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, ancillary works and structures (Access only, all other matters reserved)

Location: Land to the North of Stamford

Response Date: 29 October 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:

Does not wish to restrict the grant of permission subject to conditions and S106 requests detailed below.

Comments:

Introduction

This application is for 1350 dwellings in South Kesteven, there is another live application in Rutland (2022/0227/MAO) for a further 650 dwellings. Together these form the complete land known as Stamford North.

The original applications were supported by Transport Assessments using traffic modelling from 2018 in support of the allocations for the Local Plans. By the time of submission in 2023, LCC had a new Stamford Traffic Model (STM) and it was requested that the whole development proposals, along with the phasing for the development be undertaken using the new model.

In March 2024, further information was submitted by the applicants on both applications which included a new Transport Addendum, including assessment and results from modelling using the new LCC STM.

Traffic Modelling Summary

The trip generation for the site has been based on comparable sites in TRICS and indicates for the full development of 2000 houses additional vehicle trips of 1098 and 1268 in the am and pm peaks respectively.

The development provides a Main Street which will provide a new east-west link from Ryhall Road to Casterton Road and also connecting with Little Casterton Road. These multiple connections enable the new traffic to be dispersed across the highway network and the connection through the development also provides an alternative route for existing network traffic to travel east-west or west-east. The traffic modelling outputs show this dispersal with limited increases in peak hours of trips on existing roads – the maximum link increase being on Little Casterton Road south of the site at 260 vph in the pm peak (TA Plate 7.3). The modelling also estimates that around 300vph will transfer from existing links and use Main Street.

Modelling results of the individual 17 junctions across the network show that for 12 junctions the RFC will remain below theoretical capacity. Of the 6 junctions that would go over 100% capacity, all 6 would be over capacity in the 2041 Do Minimum without any development, and the additional development traffic does not make the situation unacceptably worse.

There is an increase in flows along Sidney Farm Lane and Arran Road as a result of this development, these increases are within capacity but will be noticeable to residents as they could be around 30% uplift on existing flows if all traffic were to use one route. Sidney Farm Lane is a better road to accommodate this uplift due to the fact that there is little frontage development, whereas on Arran Road most houses directly access the street. Some form of traffic calming, signing, and other measures may be required to be implemented to ensure this occurs. It is recommended that a S106 provision is made for £400k for traffic calming measures on Arran Road, and £170k for upgrading the crossing on Sidney Farm lane to a signal controlled crossing. This may increase traffic on Sidney Farm Lane and National Highways would need to be satisfied that their network is not unacceptably impacted.

The modelling also shows traffic flows along parts of Little Casterton Road increasing significantly and these also result in increases on Radcliffe Road, Casterton Road and Scotgate. As with Arran Road, there is a possibility that Radcliffe Road could become a rat-run to avoid the Scotgate/West Street junction which is predicted to be at capacity. To mitigate this it is recommended that £500k is provided for potential traffic calming, TROs, or junction modifications in this area.

In summary, there will be additional traffic from the development of around 1000vph, these will be spread across the network due the multiple access points of the development and there is a clear tidal flow to/from the A1 in the am/pm peaks. No junctions are predicted to be severely over capacity as a result of the development, the development provides an east-west link which as an alternative for some traffic and provides mitigation on the existing network.

Sustainable Modes

Buses

The developer has worked with Delaines and LCC to review bus services and how these can be extended and enhanced to serve the development. The proposals are shown on Plate 6.1 of the TA Addendum and these will require S106 funding of £40,000 per annum for 5 years. This is higher than the £30k p.a. proposed in the TA Addendum, which takes in to account vehicle replacement costs and depreciation over the period.

A key requirement in ensuring new residents use public transport is the provision of free travel passes. The proposal would be to provide 2 x annual pass per household. Each pass would cost just under £1k - so a total maximum cost of £2,620,000 were all residents to use the offer. The pass scheme would be redeemable online via QR code and the pass would provide unlimited travel on all Delaines services which stretch to Spalding, Market Deeping and Peterborough.

Pedestrians and Cyclists

A necessary mitigation of the development is to provide good cycle and pedestrian connections from the site to the Town Centre. This will include provision of footways to connect the new accesses to existing footways (on Casterton Road and Little Casterton Road these are within RCC). The connection on Ryhall Road would also be associated with a realignment of Ryhall Road which would assist in reducing speeds through the new urban area.

In the centre of the site, new pedestrian and cycle connections will be provided as shown on Plate 5.1 of the TA Addendum which will connect the development at 3 points and link to King's Road and the Town Centre. The delivery of this requirement is to be conditioned.

The development will also provide a segregated east-west active travel route which will form part of the aspiration to deliver the Stamford Green Wheel. Plate 5.2 shows this and the section within the development will be conditioned to be delivered
Travel Plan and Mobility Hubs

The Travel Plan will be conditioned and this will ensure that travel patterns are monitored and that the above measures are implemented at the appropriate time. Other important requirements are that the mobility hubs are delivered and consideration is made as to the appropriate facilities being delivered in the various locations.

Surface Water Flood Risk

The application is supported by a Flood Risk Assessment which includes an Outline Drainage Strategy (Appendix E). The proposals are for the site drainage to be in accordance with the SUDS hierarchy, using infiltration with swales and attenuation basins. The detail of the surface water drainage is subject to a planning condition below.

S106 Contribution Request

- Bus service subsidy (£40k for 5 years) £200,000
- Travel Plan Monitoring Fee (£1k for 5 years) £5,000
- Bus Travel Passes £2,620,000
- Arran Road – Traffic Calming £400,000
- Sidney Farm Lane – Crossing Upgrade £170,000
- Little Casterton Road/Radcliffe Road – Potential Traffic calming, TROs and junction modifications £500,000

Obligations to be delivered by developer

- Main Street will form a new highway connection between Casterton Road, Little Casterton Road and Ryhall Road and is a key to mitigating the impact of this development and the adjoining Quarry Farm development in Rutland. A Joint Infrastructure Planning Agreement (JIPA) between SKDC, RCC, LCC and both developers has been drafted. The JIPA will ensure that Main Street is delivered at the correct stages and trigger points.
- Main Street to include drop off/pick up laybys in the vicinity of the school
- Footway cycle way connections at Casterton Road, Ryhall Road and Little Casterton Road to connect into existing.
- New footway/cycleway connections from site to Town Centre along Kings Road
- Sections of “Stamford Green Wheel” within the site

Planning Conditions:

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

Highway Condition 21

Prior to delivery of Main Street, no part of the development (which is accessed from Little Casterton Road) hereby permitted shall be occupied before the works to improve the public highway by means of a realignment of Little Casterton Road and a new junction with Main Street and which include footway connections on both sides of Little Casterton Road to connect with existing footways, 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 21

Prior to delivery of Main Street, no part of the development (which is accessed from Ryhall Road) hereby permitted shall be occupied before the works to improve the public highway by means of a realignment of Ryhall Road and a new junction with Main Street 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 21

No more than 500 dwellings of the development hereby permitted shall be occupied before Main Street (From Casterton Road through to Ryhall Road) is completed and available for use by the public as certified by the Local Planning Authority.

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

Highway Condition 21

No more than 200 dwellings of the development hereby permitted shall be occupied before active travel connections are provided from the site to the Town Centre along Green Lane/Kings Road (as shown indicatively in Plate 5.1 of the Transport Assessment Addendum by Stantec, March 2024). These are to be certified as 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 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 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 the results of evidenced groundwater levels and seasonal variations (e.g. via relevant groundwater records or on-site monitoring in wells, ideally over a 12-month period);
- 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 run-off rate 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 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 07

The highway improvement works referred to in the above Conditions 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 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>

Officer's Name: Ian Field

Officer's Title: Growth Manager (Special Projects)

Date: 29 October 2024

South Kesteven District Council
 Development Control
 Planning Department

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 Lincolnshire County Council
 County Offices
 Newland
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My Ref: S106/SKDC/ S23/0055/2023
 09 February 2023

Dear Adam Murray

Development – Outline planning application for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, ancillary works and structures (Access only, all other matters reserved)

Application Number – S23/0055

Thank you for your notification of 23 January 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	270	Partial	95	£ 2,089,050
Secondary	256	Partial	105	£ 2,677,815
Sixth-form	51	No	51	£ 1,300,653
			Total	£ 6,067,518

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	£2,089,050	Towards a new primary school in the Stamford primary planning area
Secondary	£2,677,815	Towards education provision in the Stamford secondary planning area
Sixth-form	£1,300,653	Towards education provision in the Stamford or Bourne Secondary planning area

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.

The scale of development is significant and to mitigate the impact on the existing community is critical. The development will generate a number of primary pupils, secondary and school-based sixth form pupils. There is some capacity in the planning areas for the development, but these cannot fully support the amount of children created therefore there is a need to secure land for a new primary school with some capital. And some land and capital will be required from the developer for Stamford Welland Academy.

I am sure you are aware of the need to provide a sensible sized school that is adequate for future development and has sufficient site areas to meet legislation and guidance and specifically how a primary school need to be of a certain size due to limits on class sizes and how that impacts on school organisation.

Also worth noting are the site areas needed. These are dictated by Building Bulletin 103 published by the Department for Education. Based on the minimum site areas the scale of development means the need for the following:

2 forms of entry at primary = 1 sites of 1.83ha minimum

And 1ha of land maximum for Stamford Welland Academy to accommodate additional school teaching and playing field requirements.

In cost terms the following assumes sites are provided levelled, serviced, and suitable for development of a school.

The costs of providing these sites will be deducted from the capital ask of both the primary and secondary education.

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	1350	0.2	270	0.19	256	0.038	51
Total (rounded down)	1350	-	270	-	256	-	51

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	Stamford Primary planning area	270	Partial	95
Secondary	Stamford Secondary planning area	256	Partial	105
Sixth-form	Stamford/Bourne Secondary planning area	51	No	51

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 New Build	95	£21,559	£2,048,105	2.00	£21,990	£2,089,050
Secondary extension	105	£25,003	£2,625,315	2.00	£25,503	£2,677,815
Sixth-form extension	51	£25,003	£1,275,153	2.00	£25,503	£1,300,653
Total	-	-	£5,948,573	-		£6,067,518

*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. Any land we would look to set realistic trigger points in the s.106 agreement.

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)