

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

**District: South Holland District Council**

**Application number: H13-0524-24**

**Application Type: Full-Major**

**Proposal: Change of use from residential dwelling to children's home**

**Location: 29 Pipwell Gate, Moulton Seas End, Spalding, PE12 6LU**

**Response Date: 19 September 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:**

Acceptable subject to Planning Conditions as detailed below.

### **Introduction/Site Location**

*The proposal is for the change of use from a residential dwelling to a children's home located on Pipwell Gate, Moulton Seas End, Spalding. Pipwell Gate runs from its junction with the B1357 Seas End Road in an easterly direction to its junction with the A17. The site itself is located at the western end of Pipwell Gate on the approach to the first bend. The Care Home will be for young people (age 10-17) in placement – vulnerable young people assisted and supervised by a team of profession carers and support staff. The children will have complex needs that require specialist care, supervision and accommodation. Emotional difficulties, addictions, ADHD, Autism, child sexual abuse but not children who need continuous psychiatric supervision or who have a physical profound learning difficulty. Most residents will attend specialist schools transported by staff or a taxi. Some will be educated in the home so a tutor will visit for up to 2 hours in the morning or afternoon.*

### **Existing Conditions**

Pipwell Gate is a two-way road that is subject to a 30mph speed limit on both approaches to the site. For most of the connection to Seas End Road there is a footpath with a small break where pedestrians walk within the verge. There is a pub at the junction of Pipwell Gate with Seas End Road. The built-up nature of Pipwell Gate, occasional on-street parking and the bends in the road result in low-speed traffic.

### **Highway safety**

There are no reported personal injury accidents in the vicinity of the site.

### **Highway capacity**

The most cars that will be parked on site at any one time will be 5 and there will be space for cars to turn so they can enter and leave in a forward gear. If vehicles do have to reverse out onto the highway, then this will not be detrimental to highways safety or the safety of the users of the site. Not all properties on Pipwell Gate have turning facilities so people will proceed with care as many residents already do at this location. There is no precise definition of "severe" with regards to NPPF Paragraph 115, 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**

8 parking spaces have been demonstrated however they state that they will not use the garage space for parking therefore 7 spaces will be available which is acceptable and in line with the transport information received. Staff parking requirements will be 5 at the most with 1 additional space for the tutor. Staff will be encouraged to car share where possible and secure cycle parking is available on site.

### **Flood Risk and Drainage**

A Flood Risk Assessment has been submitted – surface water drains naturally through a soakaway to the IDB drain. The eastern boundary of the site is formed by an IDB ordinary watercourse. The site is in the South Holland district – this is a change of use application there will be no additional hardstanding.

### **Off-Site Improvements**

There is a footway on the other side of Pipwell Gate so people can walk into the Village however, there is a small break in the footway where the footway commences on the other side of the road. This proposal could increase footfall into the Village and the facilities available, so this connection should be made to the existing footway network with a pedestrian crossing point on both sides of the carriageway ensuring that future residents of the home will have a safe place in which they can walk.

### **Planning Conditions:**

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

#### Highway Condition 20

The development hereby permitted shall not be occupied before a 1.8m metre wide footway, 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.

## **Informatives**

### 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](http://www.lincolnshire.gov.uk/highways-planning/works-existing-highway)

**Officer's Name: Samantha Legg**

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

**Date: 19 September 2024**