

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

District: East Lindsey District Council

Application number: S/169/00025/24

Application Type: Major – Outline with access and layout to be considered

Proposal: Outline erection of 46no. dwellings (with means of access and site layout to be considered)

Location: Land adjacent to William Lovell Church of England Academy/Stickney Meadows, Stickney

Response Date: 18 November 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 in accordance with the following conditions.

Introduction/Site Location

The proposal is for Outline approval for the erection of 46no. dwellings (with means of access and site layout to be considered). The site is located of Stickney Meadows, this will be phase 2 of the development which connects with the A16 (Main Road). Stickney Meadows has an existing Section 38 Agreement under the Highways Act 1980 in which the road will be adopted as highway maintainable land in the future. Stickney Public footpath 341 runs immediately to the west of the proposed development and demand for access to the Public Right of Way is expected to be significant. Connections to the public footpath will be provided as part of the development. There is also an existing link that runs from the Existing phase 1 that should be upgraded and dedicated as a Public footpath – this will be conditioned.

Existing Conditions

The site was formally agricultural land, and it is 2.93ha. The A16 has a speed limit of 30mph which then increases to a 40mph limit further south of the access onto Stickney Meadows. The A16 is in a good condition. There are no known flooding issues in the vicinity of the site.

Highway safety

There is one reported Personal injury accident at the junction of Stickney Meadows on the A16 which was a slight. There is not a highway safety issue in this area. Stickney Meadows onto the A16 has good visibility in both directions. There is suitable access for all users of the highway.

Highway capacity

46 dwellings does not fall within the threshold when a Transport Assessment is required. 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

The site extends from the existing Stickney Meadows where the footway continues and crosses to the other side so that swales can be incorporated into the design. The layout forms a loop road via an edge land to provide connectivity through the site. The carriageway ranges from 5.6m and narrows to 4.1m at the edge lane. The footway is 2m and is generally on one side until you reach the turning head where it goes into a shared use arrangement. At the entrance to the site the existing culvert will be upgraded to be able to accommodate 40 tonne loadings associated with the vehicles and highway standards – details to be submitted at detailed design stage. The site layout includes two connections to the existing public right of way network.

Flood Risk and Drainage

The site is in a flood zone 1 and the risk to surface water flooding is low. The proposed development is also at a low risk of flooding from fluvial, groundwater and existing sewers – the finished floor levels will be raised by 150mm above the surrounding ground levels for appropriate mitigation. Phase 1 is drained by swales, and this drainage will be a continuation of this arrangement – where possible the adopted highways are to be served by swales incorporating a perforated carrier drain beneath which will collect the water from the permeable sub-base and convey all flows to the attenuation basin. Where this is not possible conventional drainage will be utilised. The drainage has been accepted in principle and the drainage condition will be applied ensuring that Ground Investigation and testing is submitted at detailed design stage.

Off-Site Improvements

The additional 46 dwellings will increase footfall in the vicinity of the site and surrounding roads therefore a tactile crossing point is required at Horbling Lane junction. In order to promote sustainable travel options for the residents of the site it is required that the developer subsidises the cost of monthly bus tickets on the Brylaine bus service, the cost of which would be commensurate with £6 per day. A 12 month pass per dwelling equals a total of £100k.

To the Planner: a Section 106 Agreement is required for the sum of £100K for the cost of an annual bus ticket to the Brylaine Bus service for each dwelling.

Planning Conditions:

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

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;
- 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 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 a tactile crossing point at Horbling Lane Junction) has 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:

No part of the development hereby permitted shall be occupied before the existing link to the public right of way on Stickney Meadows has been upgraded with details to be approved in writing by the Local Planning Authority and this link shall be dedicated as Public Footpath.

Reason: To ensure that the missing section is covered by a legal public access to the existing Public Right of Way network.

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

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 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>

Officer's Name: Samantha Legg

Officer's Title: Principal Development Management Officer

Date: 18 November 2024