

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

**District: South Holland District Council**

**Application number: H14-0790-24**

**Application Type: Full - Major**

**Proposal: Proposed additional self-store containers, vehicle storage, enhanced landscaped earth bund, grounds maintenance building, biodiversity net gain planting and relocation of approved (not yet erected) radio antenna**

**Location: The Anglia Business Centre, Mill Green Road, Pinchbeck, Spalding, PE11 3PU**

**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:**

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.

### **Introduction/Site Location**

*The proposal is for additional self-store containers, vehicle storage, enhanced landscaped earth bund, grounds maintenance building, biodiversity net gain planting and relocation of approved (not yet erected) radio antenna. The Anglia Business Centre is located off Mill Green Road and comprises of a collection of former buildings which were historically used for agricultural and as an abattoir. There are no public footpaths affected by the proposal.*

### **Existing Conditions**

This is an extension to an existing enterprise that is located where users of the site will be dependent upon the car as they already are, there are no connecting footways in the area as it is a rural location. The existing use comprises of a staff car park, concrete parking and turning area, workshop, administration and storage buildings, shipping containers and secure compound for the storage of vehicles. The site has a good access that is suitable for the use of the site.

### **Highway safety**

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

### **Highway capacity**

The existing site has 135 full time staff, and the proposal will not change this. Planning permission has already been granted for the stationing of shipping containers on site, due to

ongoing demand the applicant would like to increase the number of containers available on site together with additional vehicle parking which partly replaces that lost as part of the implemented container storage areas. The proposed container storage area extends toward the eastern boundary of the site. The containers are used by the public for both long-term and short-term storage. The containers will be brought to site in batches to keep ahead of demand and not brought to site all in one go. On average there is one visit per 8 containers each day which would therefore result in an increase of 11 vehicle movements (22 in total) each day over and above the existing movements. The current fleet of transporters already leave the site in the morning and return each evening. Vehicle movements for this element will not change it is simply the ability to enable vehicles to be stored on site that will differ. No members of the public visit the site to view or buy vehicles as all vehicles are sold on-line on trading sites and this will continue.

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 will extend to the east where the parking is increased and there will be a hardstanding for the storage of vehicles. The site is reasonably level. The erection of a single storey building is where the estate/grounds maintenance will be co-ordinated and associated machinery will be stored. To the south of the landscaped bund and around the eastern, southern and western boundaries of the applicant's field, it is proposed to create the necessary planting to meet the statutory requirements for biodiversity net gain.

### **Flood Risk and Drainage**

The site is in flood zone 3a and is located in the catchment area of Welland and Deepings Internal Drainage board. The boards nearest watercourse to the site is the Blue Gowt No.2 some 500m south of the site. The proposed storage units will be located on top of the proposed hardstanding at ground level, the same as that for the existing units and the storage building will be 150mm above the existing ground level. The surface of the storage area will be hardcore with a stone surface and there is no intention or need to install a positive system. It is merely a continuation of what is already there. The site is at low risk of surface water flooding. The surface water from the roofs of the storage units and the vehicle storage area will discharge to the ground and percolate away within the hardstanding. The storage shed will discharge to soakaways.

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. The Lead

Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

**Officer's Name: Samantha Legg**

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

**Date: 18 November 2024**