

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

District: Boston Borough Council

Application number: B/24/0060

Application Type: Outline-Major

Proposal: Outline planning application with some matters reserved (Appearance, Landscaping, Layout & Scale) for later approval for proposed industrial development and associated infrastructure (Use Classes B2, B8, E(g))

Location: Land off Station Road, Sutterton, Boston, PE20 2JX

Response Date: 10 December 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: Approve with conditions

This is an Outline planning application with some matters reserved (Appearance, Landscaping, Layout & Scale) for later approval for proposed industrial development and associated infrastructure (Use Classes B2, B8, E(g)).

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.

The application site is located to the north of the A17/A16 Sutterton Roundabout, east of Station Road, west of the A16 and south of Sutterton and Algakirk villages. The development could provide around 8,600sqm of floor area set across 4.4ha, once provision is made for access roads, parking and turning, sustainable surface water drainage infrastructure, Biodiversity Net Gain, landscaping, and appropriate buffer features for the adjacent residential property. A Transport Assessment has been completed and sets out how the access to the site will be formed and how the principal issues in relation to impact on the local highway network have been addressed.

Station Road is a rural single carriageway road that connects the Sutterton Roundabout with the village centre. Station Road has a carriageway width of 7.3m, flanked by grass verges of 2.5m to the west and 3.0m to the east. On the eastern side, there is a footway of 1.0m width to the rear of the grass verge, with what appears to be a further grass verge of 1.0m between the footway and the site boundary. There are currently existing vehicle cross-over field accesses into the site from Station Road at the northern end and approximately mid-way along the site frontage, which will require reinstating back to full height kerb with grass verge. Between the Sutterton Roundabout and the site, it has street lighting and is subject to the national speed limit (60mph), which reduces to 40mph approximately 30m south of the site's northern boundary. From this point northwards, the route has a more urban character with side road junctions and frequent direct frontage accesses. The speed limit further reduces to

30mph between the junctions with Park Avenue and St Mary's Drive. Traffic flow and speed data surveys were undertaken for the site access design which indicate modest two-way peak hour flows of less than 300 vehicles during both peak hours (am/pm) and daily two-way flows of 3,000 vehicles approximately on average. The recorded 85th percentile speed limit was recorded at 50mph both North and Southbound, which is well below the National Speed Limit of 60mph currently in force. Therefore, there is no need to reduce the current speed limit or extend to 40mph zone prior to the proposed access. The Development Trip Forecasts indicate the total trip rates at peak times showing 59 vehicle movements in the morning and 48 vehicle movements in the evening. The volume of traffic generated by the proposed scheme beyond the development site would only be material at the Sutterton roundabout and would not have a severe impact upon highway safety. Capacity Assessments have been undertaken with both modelled and observed queues at the Sutterton A16/A17 Roundabout and shows that the Station Road arm operates within capacity. Background traffic growth to the assessment years is forecast to increase these queues. However, the number of additional trips that the development would generate on these approaches is not significant and is not forecast to give rise to material increases in queues. Development traffic would be concentrated on the Station Road arm of the junction, which would continue to operate within capacity in all assessment scenarios. Therefore, it is considered that the impact of the proposed development at the Sutterton roundabout will not be significant, and no highway improvements are therefore required. The distribution of development traffic on the highway network has been evaluated and the data shows that a significant proportion of trips would arrive and depart using the A16/A17 Sutterton Roundabout. The development is expected to draw trips from a wide area beyond Sutterton and modal split of development trips will depend on the type of businesses that are accommodated at the site and will therefore be provided as part of future Employer Travel Plans and by reference to a survey of employee travel patterns at the appropriate occupation stage.

From road traffic collision history over a 5-year period, there was only a single PIC (Personal Injury Collision) recorded on Station Road North of the proposed site access. Therefore, there is no evidence of any road safety issues on this section of the highway network. There have been 13no. PICs recorded at Sutterton Roundabout which were distributed at different entries or exits around the Sutterton Roundabout. The number of PICs recorded corresponds to an average rate of 2.6 PICs per year and is not considered unduly high for a large roundabout such as this, which also carries high volumes of Traffic being A Class roads. Most PICs are related to injudicious movements and no lane discipline. People wanting to get past vehicles to carry along the A17 should use the left lane, but they keep continuing to use the right-hand lane to cut it. Additionally, works have been carried out in the past here which involved the lane changes, and the road markings indicate what lane to use and signs on the approach also reiterate this. The additional traffic flows generated at the roundabout by the proposed development would be modest and would not give rise to significant impacts on future operating conditions. The development is therefore not forecast to give rise to any materially adverse impact on road safety. A central traffic island would be provided within the site access bell-mouth area, incorporating a crossing with dropped kerbs and tactile paving to further assist pedestrian movement along Station Road. The access road bell-mouth would have corner radii of 15m with tapered entry/exit in accordance with DMRB and visibility splays of 4.5m x 215m can be achieved in both directions along Station Road.

The proposed site access would take the form of a new ghost-island priority junction with Station Road, approximately mid-way along the site frontage which has been designed in accordance with DMRB requirements (CD123) and has been assessed under a stage 1 safety

audit. The vehicle swept path analyses for UK standard articulated and rigid heavy goods vehicles shows that the swept paths of both vehicle types can be accommodated satisfactorily. The site access road would have a carriageway width of 7.3m with footways of 2.0m width to each side which is shown for indicative purposes on the Masterplan and will be designed at later stages of the planning process with due regard to the principles of the MfS and LCC's Streetscape Design Manual. Pedestrians and cyclists would be able to reach all parts of the development using the proposed Station Road access junction and the scope to provide a link to the existing PRow that passes between the A16 and Church Lane at the site's northern boundary would also be explored at the detailed design stage. It is anticipated that the proposed development layout would provide off-street car and cycle parking spaces in accordance with South East Lincolnshire Local Plan.

A Flood Risk Assessment has been prepared in accordance with the NPPF and local plan policy 4. The assessment concludes that the site is within Flood Zone 3 and benefits from The Wash coastal defences which protect the site during the 1% annual probability (1 in 100 chance each year) event. It is recommended that finished floor levels are at a minimum of 0.15m above surrounding ground level with flood resilient construction to a level of +3.5m OD. Based upon the likely soil conditions the potential for surface water to be managed by infiltration is very low. It is anticipated that the most appropriate solution is for surface water runoff to be attenuated within swales and detention basins before discharged at a controlled rate to the on-site watercourses.

Conditions

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 12

Within seven days of the new access being brought into use, the existing accesses onto Station Road shall be permanently closed in accordance with details to be agreed in writing with the Local Planning Authority.

Reason: To reduce to a minimum, the number of individual access points to the development site, in the interests of road safety.

Highway Condition 20

The development hereby permitted shall not be occupied before the upgrading and widening of the existing footway to the sites frontage and extending northwest for 700 metres approximately making connection at St Marys Drive, 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

Prior to the commencement of any part of the development hereby permitted, detailed engineering drawings for the formation of the Ghost Island Right Turn Lane on Station Road, at the entrance to the permitted development shall be submitted to the Local Planning Authority for approval in writing. The Ghost Island Right Turn Lane shall be constructed prior to the commencement of the construction of any building in accordance with the approved details.

Reason: In the interests of providing safe and adequate means of vehicular access to the development in accordance with National Planning Policy Framework and South East Lincolnshire Local Plan.

Highway Condition 26

Before any building is commenced, 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 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 5.0 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 01

Where a footway is to be constructed on private land, that land must be dedicated to the Highway Authority as public highway.

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 the above conditions 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 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: 10 December 2024