

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

District: South Holland District Council

Application number: H16-0462-24

Application Type: Full - Major

Proposal: Demolition of existing swimming pool building following the construction of a two storey extension including basement area to existing Castle Sports Complex building to provide new and upgrade indoor leisure and health related facilities including two new swimming pools, plant area and changing rooms. Reconfiguration of existing building to provide new and upgraded sports facilities and physical activity facilities and related supporting services. Provision of a new 3G artificial turf pitch (ATP), an Informal Outdoor Games Area (IOGA), other outdoor play areas, an informal running trail/track, a health and well being garden and an outdoor splash pad relating to the new swimming pool. The provision of supporting infrastructure including additional car parking and landscaped areas
Location: Castle Sports Complex, Albion Street, Spalding, PE11 2AJ

Response Date: 12 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:

Acceptable subject to the following conditions

Introduction/Site Location

The application is for the demolition of existing swimming pool building following the construction of a two-storey extension including basement area to existing Castle Sports Complex building to provide new and upgrade indoor leisure and health related facilities including two new swimming pools, plant area and changing rooms. Reconfiguration of existing building to provide new and upgraded sports facilities and physical activity facilities and related supporting services. Provision of a new 3G artificial turf pitch (ATP), an Informal Outdoor Games Area (IOGA), other outdoor play areas, an informal running trail/track, a health and wellbeing garden and an outdoor splash pad relating to the new swimming pool. The provision of supporting infrastructure including additional car parking and landscaped areas. Albion Street access is used for the main car park and Health & Wellbeing Hub, Pinchbeck Road will provide access to the New Extra Care Facility which is under a separate planning application. Phasing of the development will be split into 4 phases. The wider application includes the creation of a new cycleway link from Pinchbeck Road to Albion Street and improvements to the existing cycleway through the site. An internal footway/cycleway route within the site between the Sports Complex and swimming pool whilst also providing connection to The Green which leads to the Town Centre to the south. This route is well used by both pedestrians and cyclists some using the facilities and some using it a cut through.

Existing Conditions

The actual access points will remain unchanged. Access for coaches will be retained from Pinchbeck Road access and will route to the new drop off area. A smaller number of car parking spaces will also be provided towards the western side of the site therefore the Pinchbeck Road access will retain some car trips but less than it takes currently. The Albion Street access is a priority Junction which holds a width of circa 6m and circa 10m junction radii and is considered to provide adequate access for the proposal – no changes are required. There is existing cycle infrastructure within the wider Spalding area in particular the Daffodil route which routes between Pinchbeck Road and Enterprise Way to the north. This is in addition to bridleway routes and National Cycle Route 12 which provides an on-carriageway route to Crowland and Peterborough to the south. There are also numerous other dedicated off-carriageway cycle routes within the vicinity of the site including shared footway/cycleways on Pinchbeck Road, Albion Street, West Elloe Avenue and West Lode Street. The nearest bus stops to the site are

an acceptable walking distance and are located on Pinchbeck Road, consisting of a northbound and southbound stop either side of the site access. The northbound stop benefits from a signalised pedestrian crossing approximately 10m south associated with the Kings Road junction – a safe and direct pedestrian link to the bus services that is served by seven services connecting to the neighbouring Towns and Villages in the wider area. Spalding Train Station is 900m away and there is a footway/cycleway along Kings Road. **A Section 106 Agreement shall be entered into for the funding of £14,000 to upgrade the bus stops so that they can provide shelter against bad weather which will encourage the users of the site to use of the bus service all year round in all weather.**

Highway safety

Lincolnshire Road Safety Partnership raised concerns raised concerns with Albion Street access – 1 fatal, 1 serious and 1 slight injury PIA all near or related to the access. The consultant has submitted a satisfactory justification statement in respect of the accident data – incidences at Albion Street all involve vulnerable users and do have a high severity, however there is no obvious contributory factor or pattern and there is no obvious solution either within reason. We do not have enough evidence to support and improvements here as the figures are low and the details of the incidents are not specific to a problem on site either.

Highway capacity

This is a redevelopment application and so the site has a fall-back use of a similar nature. The peak period for parking on the weekday is a 1900hr and this will therefore be likely to be the peak time for the proposed parking requirement. There is a modest increase in total two-way trips routing via Albion Street in the morning peak period. The evening peak period shows a total of 49 and 42 two-way trips routing north and south of the Albion Street access respectively, of which 10 and 9 trips are re-routed from the other side of the site. Re-routed trips are existing trips. The net increase in vehicles (new trips) comprising of 39 and 33 vehicles two-way vehicles north and south of Albion Street access during the evening peak is considered a highly robust worst-case scenario and these traffic numbers will be significantly lower. 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 existing access points remain unchanged. The layout enhances the existing environment in terms of green infrastructure and natural assets whilst providing upgraded facilities that are better aligned to the future needs of the local community. The existing pool will be demolished, and a new swimming facility will be created as an extension to the existing 'dry side' of the complex. The layout includes green space and trees with cycling and pedestrian connections throughout. The parking was justified through a TRICs comparison exercise. The site is bordered by the Westlode Car Park and Westlode Street also has on-street parking bays a short distance away. Cycle parking provision has been included along with disabled and EV parking spaces.

Flood Risk and Drainage

Surface Water Flood Risk is low with localised areas of medium risk as the site is so flat. There is a high-water table, so infiltration is not feasible. The existing cemetery drain along the north boundary of the site form a surface water flow route which allows surface water to pass between the site and the neighbouring sites to the north. The existing flow route should be managed safely in the proposed design of the development. There are no historical flooding issues in the vicinity of the site. Exceedance routes should be managed by grading external levels to fall away from buildings and towards the car parking and green spaces. Development proposals should aim to reduce peak run-off to be restricted to the greenfield run-off rate. The Surface Water Drainage Strategy has been designed with an allowance for a potential increase in peak rainfall rates due to climate change for the Welland Management catchment in accordance with EA guidance. The existing drainage consists of a short Surface Water sewer that discharges into the IDB drain to the northeast. The existing building and some of the parking and access road discharges via gravity to the north IDB Cemetery drain. The parking court to the southeast corner of the site drains surface water to the foul system at this location. They are proposing that surface water will be conveyed to the IDB water course to the north of the site. The discharge rate will be limited to Qbar Greenfield rate of 1.65 l/s for all storm events up to and including the 1 in 100 year +25% climate change event. The artificial turf pitch will discharge into the same water course via a separate drainage network and will be restricted to the greenfield runoff rate. SuDs will be provided in the form of permeable paving, a lined swale and a lined basin. Further attenuation will be provided in the form of below ground geocellular tanks. Within the proposed hardstanding areas levels fall such that exceedance flows will be directed north to the existing water course. Within the soft landscaping areas, the existing flow routes north towards the water course will be retained. The drainage is acceptable in principle subject to a detailed design.

Off-Site Improvements

Tactile crossings should be installed at the Albion Street access and The Green Junction.

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 XXX 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.

Highway Condition 21

No part of the development hereby permitted shall be occupied before the works to improve the public highway (by means of tactile crossing points at the Albion Street access and The Green junction) 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 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.

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

Officer's Name: Samantha Legg

Officer's Title: Principal Development Management Officer

Date: 12 December 2024



Lincolnshire
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Your Ref: H16-0462-24

Planning Authority
South Holland District Council
Council Offices
Priory Road
Spalding
PE11 2XE

For the attention of Greg Watkinson
Sent by email to planningadvice@sholland.gov.uk

11 June 2024

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING CONSULTATION: DEMOLITION OF EXISTING SWIMMING POOL BUILDING FOLLOWING THE CONSTRUCTION OF A TWO STOREY EXTENSION INCLUDING BASEMENT AREA TO EXISTING CASTLE SPORTS COMPLEX BUILDING TO PROVIDE NEW AND UPGRADE INDOOR LEISURE AND HEALTH RELATED FACILITIES INCLUDING TWO NEW SWIMMING POOLS, PLANT AREA AND CHANGING ROOMS. RECONFIGURATION OF EXISTING BUILDING TO PROVIDE NEW AND UPGRADED SPORTS FACILITIES AND PHYSICAL ACTIVITY FACILITIES AND RELATED SUPPORTING SERVICES. PROVISION OF A NEW 3G ARTIFICIAL TURF PITCH (ATP), AN INFORMAL OUTDOOR GAMES AREA (IOGA), OTHER OUTDOOR PLAY AREAS, AN INFORMAL RUNNING TRAIL/TRACK, A HEALTH AND WELL BEING GARDEN AND AN OUTDOOR SPLASH PAD RELATING TO THE NEW SWIMMING POOL. THE PROVISION OF SUPPORTING INFRASTRUCTURE INCLUDING ADDITIONAL CAR PARKING AND LANDSCAPED AREAS.

LOCATION: CASTLE SPORTS COMPLEX ALBION STREET, PE11 2AJ.

I refer to the planning application reference H16-0462-24. The Fire Authority object to the application on the grounds of water supply and access. It is opinion of the Fire Authority that in order to remove the objection the following measures are required.

ACCESS

Access to buildings for fire appliances and fire fighters must meet with the requirements specified in Building Regulations 2010 (As Amended) Part B5. These requirements may be satisfied with other equivalent standards relating to access for firefighting, in which case those standards should be quoted in correspondence. Particular attention should be given to the area around and including the proposed extension to the leisure centre.

Lincolnshire Fire and Rescue also requires a minimum carrying capacity for hard standing for pumping appliances of 18 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2010 (As Amended) Part B5.

WATER SUPPLY

According to internal software, it is noted that there is an existing fire hydrant located just outside of the existing leisure centre entrance. Please consider the implications of proposed works on site to ensure that access to and use of this hydrant is not compromised.

Should you wish to discuss this matter, please do not hesitate to contact me on the telephone number below.

Yours faithfully,

Lee Coles

Fire Safety Inspector
Lincolnshire Fire and Rescue

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Lincolnshire Fire & Rescue

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