

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

**District:** South Holland District Council

**Application number:** H14-1095-24

**Application Type:** Full-Major

**Proposal:** Construction of warehouse, to include larger packhouse, offices, new canteen & toilet facilities, larger dispatching area, loading docks & automation

**Location:** Westfaliafruit Ltd, West Marsh Road, Spalding, PE11 3UG

**Response Date:** 17 June 2025

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.

**Application number: H14-1095-24**

**Application Type: Full-Major**

**Location: Westfaliafruit Ltd, West Marsh Road, Spalding, PE11 3UG**

## **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**

- **Planning Conditions** In the event that permission is to be given, the following planning conditions should be attached.

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 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.

#### **Comments:**

This proposal is for the construction of warehouse, to include larger packhouse, offices, new canteen & toilet facilities, larger dispatching area, loading docks and automation. The building will be a two-storey portal framed unit with modular offices to the West with a footprint of approximately 3190 square metres with a secondary concrete mezzanine floor. The internal warehouse space will house new automated packing lines with a temperature-controlled automated cold store for dispatching finished product. The existing internal road with some minor amendments will form the transport route for HGV vehicles. The proposed automation will likely reduce personnel numbers; therefore, the amount of traffic which is required to use the local highway network should not be significantly affected by the proposal. There are currently 72 parking spaces and due to the proposed development, there will be a reduction of 2no. spaces, however the number of spaces is still sufficient for employees and visitors. Employees arrive independently at the site by a combination of walking, bicycles, motorcycles and cars. This means that employees will utilise approximately 60no. spaces, with the remaining 9no spaces being allocated to visitors. Visitor movements predominantly occur Monday to Friday from 8am – 4pm and are staggered throughout this period. Staff vehicle movements predominantly occur between 5.30am-6.30am and 5.30pm-6.30pm, during two-shift change periods per day. The timing of these shift patterns avoids adding to rush-hour traffic which helps alleviate congestion on the local road network. Existing HGV movements are approximately 22no. HGV vehicles entering/exiting the site within a typical 24-hour period. Proposed HGV movements are anticipated to increase to approximately 30no. vehicles entering/exiting the site within a typical 24-hour period, subject to seasonal demand. The only access to the new building will be through Westfalia fruits' own main entrance off the B1180, which will not change and there will be a slight reconfiguration of internal roadways. This applies to both vehicles and foot traffic. Specific walkways will be allocated and defined for the

safe access and egress of employees, visitors, and contractors to the new building via pedestrian doors. Three new loading docks will be built to allow HGV vehicles to load/unload. Therefore, the proposed development is suitable in terms of highway safety and the residual cumulative impact upon the highway network, would not be severe to prevent or refuse on highway grounds.

The site is located within flood zone 3 and there will be a small increase in impermeable area overall for the site, which will continue to discharge surface water in a controlled manner from the building to the IDB's Vernatt's Drain. Surface water flows generated by the proposed development will be conveyed via gravity into the Vernatt's Drain at an unrestricted rate as agreed with the Internal Drainage Board via a new 450mm diameter headwall, mimicking the existing drainage arrangement. Below ground geocellular attenuation storage has been provided to manage any flooding for the critical design storm events with climate change. Therefore, the proposal will not increase surface water flood risk to the development site, surrounding properties, or land.

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 regarding NPPF.

## **Informatives**

### **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 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.

**Officer's Name: Dean Whitehead**

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

**Date: 17 June 2025**

---

**2025-04-29-PLC-Objection lifted-H14-1095-24-MH**

---

**From** Matthew Hall (LFR) <matthew.hall@lincolnshire.gov.uk>

**Date** Tue 29/04/2025 08:47

**To** HighwaysSUDsSupport <HighwaysSUDsSupport@lincolnshire.gov.uk>; PlanningMail <planning@southkesteven.gov.uk>

**Cc** Joshua Frost (LFR) <Joshua.Frost@lincolnshire.gov.uk>

 1 attachment (195 KB)

2025-04-03 - PLC - Objection Letter (H14-1095-24) - MH.pdf;

Good morning Highways,

The objection for the above consultation has been lifted reference of H14-1095-24-

It has been confirmed that the applicant can use the alternative water supply. Provided that the alternative source of water is used then this shows compliance with Approved Document B, Part B5 in relation to water supply for the FRS.

As a result, based on the information provided and the alternative water supply details proposed, Lincolnshire Fire and Rescue are happy to withdraw the objection made in the letter dated 03-04-2025.

Best wishes at this time of writing,  
Kind regards

Matt

Matthew Hall  
**Fire Safety Inspector**

Lincolnshire Fire & Rescue  
Fire and Police Headquarters  
Deepdale Lane  
Nettleham  
Lincoln  
LN2 2LT

**Phone:** 01522 553 868

**Mobile:** 07799110434

**Teams:** [Chat with me](#)

**Email:** [fire.safety@lincolnshire.gov.uk](mailto:fire.safety@lincolnshire.gov.uk)

**Website:** [www.lincolnshire.gov.uk/lfr](http://www.lincolnshire.gov.uk/lfr)



**Lincolnshire**  
FIRE & RESCUE



**Follow us on Twitter**

[www.twitter.com/LincsFireRescue](https://www.twitter.com/LincsFireRescue)

**Follow us on Facebook**

<http://www.facebook.com/#!/pages/Official-Lincolnshire-Fire-and-Rescue/>