

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

District: South Kesteven District Council

Application number: S25/0296

Application Type: Reserved Matters

Proposal: Application for the approval of reserved matters relating to appearance, landscaping, layout and scale for erection of 150 residential units (Use Class C2), together with ancillary care, communal and wellbeing facilities pursuant to outline planning permission S20/2056

Location: Former Cummins Generator Technologies, Barnack Road, Stamford, Lincolnshire, PE9 2NB

Response Date: 18 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.

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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 objection subject to:

- **Planning Conditions** as detailed below.

Comments:

St Martin's Park, Stamford is a mixed use development site approximately 14.7 Ha in size, currently owned by Burghley Land Ltd and South Kesteven District Council. The Council land within the site is to be transferred to a consortium of three developers: Burghley Land Ltd, Morris Homes Ltd and Inspired Villages.

The Retirement Development Parcel (as defined by the Outline Planning Permission) is located within the wider Outline boundary of St Martin's Park Development, and comprises an irregularly shaped component situated centrally to the northern part of the Outline application site.

The northern site boundary is defined by the railway line, beyond which is the River Welland, while the site itself comprises a mixture of previously developed and greenfield land through its western and eastern extends respectively, with the former's factory buildings now demolished. The southern site boundary terminates irregularly short of Barnack Road, reflecting intervening residential parcels within others' control.

The principal means of vehicular access is to be obtained via the shared spine road running east-west to the South of this parcel of the wider site, via a pair of simple priority junctions proceeding northward along secondary routes, the western of which will also provide a connection to the road abutting the western site boundary.

Highway safety/Highway capacity

The principles of safety and capacity were determined at the outline application, and it was concluded that the development could be accommodated on the highway network, subject to the appropriate mitigation.

Flood Risk and Drainage

Lincolnshire County Council does not consider that the most appropriate forms of SuDS drainage have been proposed for the site. However, as Lead Local Flood Authority, we do not consider that this proposal would increase flood risk in the immediate vicinity of the site and the on-site drainage proposals will manage surface water effectively.

Off-Site Improvements

At outline, the following S106 requests were put forward to the Local Planning Authority for their consideration.

A contribution of £6000 will be required for the Traffic Regulation Orders associated with the cycleway, waiting restrictions and bus stop clearway.

A contribution of £87,000 for improvements to the existing Public Right of Way, from Barnack Road to Uffington Road junction.

A total contribution of £8000 (£1000 p.a) is requested to review Travel Plan implementation and progress over the initial 8 year period.

In addition to a requested condition below for off-site improvements.

Planning Conditions:

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

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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 26

Before any dwelling is occupied, 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 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 GRR;
- 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.

HP21 No part of the development hereby permitted shall be occupied before the works to improve the public highway (by means of footway widening and resurfacing, additional street trees and the provision of new bus stops, including improvements to the existing Abbots Close bus stops) have been certified complete by the Local Planning Authority.

To ensure the provision of safe and adequate means of access to the permitted development.

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 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>

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: Sarah Heslam

Officer's Title: Principal Development Management Officer

Date: 18 June 2025