

HIGHWAY AND LEAD LOCAL FLOOD AUTHORITY RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: East Lindsey District Council

Application number: S/086/01357/24

Application Type: Full

Proposal: Planning Permission - Erection of 29no. dwellings with associated garages on the site of an existing dwelling and commercial building which are to be demolished

Location: Land at Greystones, Lincoln Road, Horncastle

Response Date: 10 July 2025

Response by: Justine Robson

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.

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:

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.

No objection subject to:

- (a) Planning Conditions and Informatives
- (b) S106 requests outlined below:

Bus Passes for New Residents of a Development

In the interests of promoting sustainable travel and to reduce the dependency on car travel, we request that the developer provides 1 bus pass voucher[s] to the first occupiers of each new dwelling, which the occupier may redeem for free bus services for a period of 1 year. The maximum cost to the developer (based on the take up of the scheme and the current cost of the bus service) will be **£29,928** based on £1,032 per voucher x 29 dwellings.

The developer is required to manage this process directly with the bus operator Stagecoach and will be required to report uptake of the scheme via a travel plan monitoring process.

Options: 2x6 months bus passes per household, which is 12 months of bus passes per household in total

Introduction/Site Location

The site is located on the eastern side of Lincoln Road, Horncastle, between existing residential properties and in close proximity to Queen Elizabeth's School and other local services and facilities. It is a brownfield site formerly used as a bus depot.

Site Layout

The proposed layout features a clear street hierarchy with an access road and private drives, promoting a low-speed environment that supports walking and cycling. Dwellings are

arranged to provide active frontages and natural surveillance, while the inclusion of landscaping, proposed trees, and defined boundary treatments enhances the public realm and contributes to a sense of place.

Off-street cycle and car parking is provided via garages and driveways, maintaining a safe, accessible environment, and turning heads allow for larger vehicles to turn and egress the site in forward gear.

Existing Conditions

The site is previously developed and currently unused. The existing use as a bus depot and industrial yard provides a fallback position.

Highway safety

Access is proposed via Horncastle Road, which has previously been approved for up to fifty-two dwellings. The visibility at the access complies with Manual for Streets (MfS). Lincoln Road has a speed limit of 30mph and is an A road, but due to factors including the frequency of junctions, alignment of the road and driver behaviour; visibility in accordance with MfS is deemed appropriate rather than visibility set out in DMRB which are Department for Transport standards for Trunk Roads.

This is an existing access which shall be widened, along with improvements to the frontage footway, which can be carried out under Section 38 agreement. The dimensions of the amended access are adequate to enable two cars to pass in opposing directions. A second access is to be retained as a Right of Way for an existing dwelling.

Highway capacity

There is no precise definition of "severe" with regards to NPPF Paragraph 116, 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.

Flood Risk and Drainage

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. This application site is not within a fluvial flood zone, but surface water flood risk is present, particularly in the northeast corner.

The Outline Drainage Strategy includes swales, ponds, permeable paving, and rainwater harvesting, with 688m³ of storage via pond and oversized pipes, with outfall to a watercourse to the east of the site. Subject to a Full Surface Water Drainage Strategy at detailed design stage, the Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

Planning 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 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 years;
- 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 five 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.

All brownfield sites must be subject to contamination testing and an environmental risk assessment.

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 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>

Officer's Name: Justine Robson

Officer's Title: Senior Development Management Officer

Date: 10 July 2025

East Lindsey District Council
Development Control
Planning Department

Corporate Property Team
Lincolnshire County Council
County Offices
Newland
Lincoln LN1 1YL

Email: Property_Strategy@Lincolnshire.gov.uk

My Ref: S106/ELDC/S/086/01357/24/2024
09 October 2024

Dear Sir/Madam

Development – PLANNING PERMISSION - ERECTION OF 29NO. DWELLINGS WITH ASSOCIATED GARAGES ON THE SITE OF AN EXISTING DWELLING AND COMMERCIAL BUILDING WHICH ARE TO BE DEMOLISHED

LOCATION: LAND AT GREYSTONES, LINCOLN ROAD, HORNCastle

Application Number – S/086/01357/24

Thank you for your notification of 08 October 2024, concerning the proposed development at the above site. I have now had the opportunity to consider the impact on the local schools reasonably accessible from the development. Please see below overview in relation to the impact, and details for primary, secondary and sixth-form that follow.

Overview

Please see below table in relation to the number of places required and available in local schools from/for the proposed development:

Type	Children produced by scheme	Sufficient places available 2026/2027 (Y/N/Partial)	Places to be mitigated	Contribution sought
Primary	9	Y	0	£ 0
Secondary	4	N	4	£ 109,005.36
Sixth-form	1	N	1	£ 27,251.34
			Total	£ 136,256.70

Please note, where an application is outline, a formulaic approach will be taken in a section 106 agreement, this may result in a higher contribution if a high proportion of large houses are built. This would be finalised at the reserved matters stage. All section 106 agreements should include indexation using the Tender Price Index of the Royal Institute of Chartered Surveyors Building Cost Information Services (RICS BCIS TPI).

The above contributions would be spent on the following:

Type	Amount	Scheme
Primary	£0	
Secondary	£109,005.36	Education provision in the Horncastle Secondary planning area
Sixth form	£27,251.34	Education provision in the Horncastle Secondary planning area

Following the removal of Regulation 123 from the Community Infrastructure Levy Regulations on 01 September 2019, requests can be made toward more than one scheme to provide the ability to extend the most appropriate school to mitigate the impacts of development at the time those impacts are felt.

Detail

The below table indicates the number of pupils generated by the proposed development. This is on the basis of research by Lincolnshire Research Observatory utilised to calculate Pupil Production Ratio (PPR) multiplied by the number of homes proposed.

House Type (if known)	No of Properties	PPR Primary	Primary Pupils	PPR Secondary	Secondary Pupils	PPR Sixth Form	Sixth Form Pupils
2 Bedroom	10	0.225	2.25	0.0785	0.785	0.032	0.32
3 Bedroom	19	0.373	7.087	0.2169	4.1211	0.078	1.482
Total (rounded down)	29	-	9	-	4	-	1

Capacity is assessed using the County Council's projected capacity levels at 2026/27, this is the point when it is reasonable to presume that the development would be complete or well on the way.

Type	Local School/School Planning Area	Pupils generated	Sufficient places available 2026/27 (Y/N/Partial)	Places to be mitigated
Primary	Horncastle Primary School	9	Y	0
Secondary	Horncastle Secondary planning area	4	N	4
Sixth-form	Horncastle Secondary planning area	1	N	1

As the development would result in a direct impact on local schools, a contribution is therefore requested to mitigate the impact of the development at local level. This is a recognisable and legitimate means of addressing an impact on infrastructure, accords with the NPPF (2019) and fully complies with CIL regulations; we feel it is necessary, directly related, and fairly and reasonably related in scale and kind to the development proposed in this application.

The level of contribution sought in this case is in line with the below table.

Type	Places to be mitigated	Contribution per place*	Sub-total	Local multiplier **	Lincolnshire contribution per place	Total contribution requested
Secondary extension	4	£26,717	£106,868	2.00	£27,251.34	£109,005.36
Sixth-form extension	1	£26,717	£26,717	2.00	£27,251.34	£27,251.34
Total	-	-	£133,585	-		£136,256.70

* Current cost multiplier per pupil place based on National Cost Survey

** to reflect Lincolnshire's average build cost compared to national average

We would suggest the s.106 monies are paid at the halfway point in the development to allow timely investment by the County Council whilst not adversely affecting the developer's viability.

Please note the County Council retains the statutory duty to ensure sufficiency of school places and this includes capital funding provision of sufficient places at maintained schools, academies and free schools. We would invest the funding at the most appropriate local school(s) regardless of their status, but ensure the s.106 funding is used only to add capacity as this is the only purpose for which it is requested.

I look forward to hearing from you, thank you for your notification of the application and thank East Lindsey District Council for your continued cooperation and support.

Yours sincerely

Sam Barlow
Strategic Development Officer
Corporate Property Service

(By e-mail)