

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

District: North Kesteven District Council

Application number: 24/0912/FUL

Application Type: Full

Proposal: Erection of 186 dwellings with associated infrastructure, open space and landscaping

Location: Land North of Cornwall Way & Northfield Road, Ruskington, Sleaford, Lincolnshire

Response Date: 28 February 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

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

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: 24/0912/FUL

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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:

This is a full application for residential development comprising 186 dwellings, associated infrastructure, open space and landscaping. The application site is located to the north of Cornwall Way and Northfield Road, Ruskington. The 8.04ha site, which includes connections to the local highway network is allocated by virtue of NK/RUSK/007 in the Central Lincolnshire Local Plan.

The application site consists of two rectangular shaped arable fields located on the northern edge of Ruskington. The two fields are dissected by a hedge, with further hedges being located on the northern and eastern boundary of the more easterly field. The site is bordered to the east by a site allocated for housing under NK/RUSK/005a Land east of Lincoln Road, Ruskington. This housing development is currently under construction under planning application 20/0391/FUL for the Residential development of 190 no. dwellings (comprising 152 no. open market dwellings and 38 no. affordable housing dwellings) with associated open space, landscaping and sustainable drainage infrastructure (Central Lincolnshire Local Plan residential site allocations CL957 and CL4710). A deep drainage ditch demarcates the northern boundary with open countryside beyond.

The site offers strong permeability for cyclists & pedestrians with the village to the South, via the two main site entrances and a dedicated cycle & pedestrian link through the centre of the site. An additional link with the new development to the West will maximise the site's connectivity.

Two vehicular accesses allow for the provision of a looped access road running through the site, and a potential future access to the East has been considered.

A central tree lined boulevard meanders through the development from Bourne Lane to Northfield Road. This central boulevard then serves a series of shared surfaces and private drives.

Highway safety/Highway capacity

The planning application is supported by a Transport Assessment and Travel Plan which considers the impact of the proposed development on the highway network and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car. The detailed information concludes that no significant impact will occur on the existing local highway network.

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.

Travel Plan

Travel Plan, 24/0912/FUL - Land North Of Cornwall Way & Northfield Road Ruskington Sleaford Lincolnshire

LCC Sustainable Travel Officer Comments, January 2025

4 Travel Objectives

An additional objective needs to be focused on raising awareness of the most recent Highway Code. Supporting residents understanding of the 'road users hierarchy' specifically.

4.2 What are the proposed initiatives and should they be unsuccessful, seeking rewarding and inspiring alternatives does not appear to address or further understand the needs and barriers that residents may have, when considering how to encourage a modal shift to more sustainable forms of transportation.

5 Implementation of Travel Plan Initiatives

5.1 Recommend encouraging local Police to support maintenance workshops or sustainable travel campaigns by providing bike marking registration opportunities for security assurances.

The TPC should seek to further support residents to walk and cycle more by facilitating 'Learn to Ride' sessions for both adults and young people that can be delivered on site or within the local community. These opportunities would also benefit from 'Dr Bike' sessions, where residents can have their bikes safety checked and basic maintenance carried out free of charge.

It is also recommended that residents are made aware of opportunities to report information to the county authority through tools such as Lincolnshire County Council's Fix My Street and Love to Ride's Rate My Route feature. Love to Ride, which is free to access, supports behaviour

change messaging, community support and learning opportunities (how to ride in winter, how to fix a puncture etc).

5.2 The proposed travel information pack is required to be available in both physical and digital formats with opportunities to request alternative versions (read-aloud, high contrast text etc.) that support people who may have visual impairments, for example.

6 Monitoring and Review

Collaboration with the local school, church, sports and social clubs is recommended to further embed positive messaging around sustainable travel behaviours. For example, the TPC should seek to understand residents and pupils walking and cycling behaviours and attitudes for addressing barriers to moving safely and comfortably around their locale.

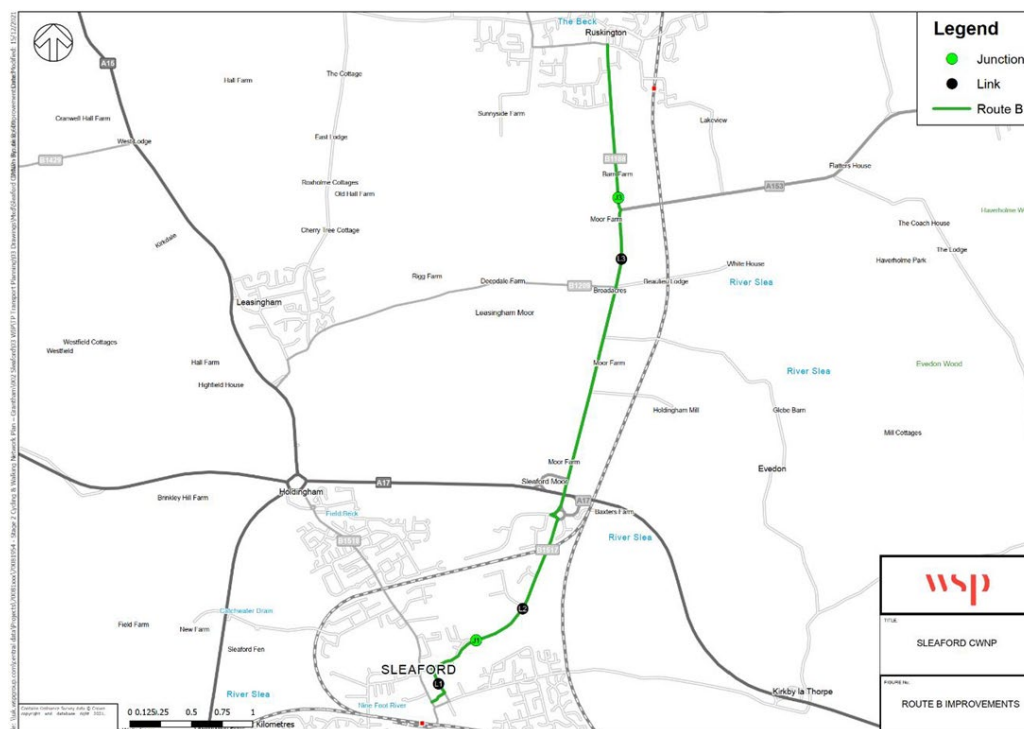
It is recommended that within the resources shared to residents, that the TPC source information for supporting people on lower incomes where they can access community projects or charities, offering bike or clothing donations etc.

Off-Site Recommendations

S106 monies to support the planning and delivery of a more comprehensive, coherent and safe walking and cycling network within Ruskington and surrounding areas.

Priority Route B (Sleaford to Ruskington) via Sleaford LCWIP, 2022 (unpublished)

The Sleaford LCWIP recommends two interventions to support the walking and cycling connection between the town of Sleaford and Ruskington village. The first recommendation is to improve crossing facilities at reference point J3 (see map) and the second recommendation is to reduce the speed limit to 50mph on the B1188 prior to the crossing. These interventions would cost approximately £140,000 (subject to TROS).



For reference, a Google Street View image is shown below at the aforementioned J3 recommendation. To evidence the current lack of appropriate crossing provision (poor shared use facility width, potential high vehicular approach speeds, lack of signage to inform road users of crossing).



Additional considerations for S106 monies;

- Widening and resurfacing of PROW between 48 and 46 Parkfield Road (min 2m width, level accessible surface) heading south to Pinfold Way. Supports accessible, comfortable access directly to village hall and recreation grounds.
 - o Ref 1.2, Manual for Streets 2 Key Design Principles, “Creating networks of streets that provide permeability and connectivity” Routes should be well-connected and include practical surface-level crossings where needed.
- Addition of cycle parking provision at Ruskington village hall. Sheltered storage with options available for cargo and accessible cycles. Including repair and pump stands (repair stand example, pump example)
 - o Cost approximately £10,000
 - o Ref 11.3, LTN 1/20 guidance suggests for short stay cycle parking 1 space per 50m² is appropriate for leisure land use types.
- Implementation of pedestrian crossing facilities and footpath widening at Sleaford Road / Station Road / Rectory Road / Church Street roundabout.
- Reduce radii of West Gate / Manor Street junction to support a more comfortable crossing for pedestrians. Aim is to reduce speed cars entering / exiting junction
 - o Ref 9.4.10, Manual for Streets 2 “tight corner radii help pedestrians and cyclists to travel across and through junctions by reducing the speed of turning vehicles”.

Flood Risk and Drainage

SUDS features have been provided throughout the site in order to deal with surface water drainage. Bio swales and rain gardens have been proposed adjacent to roads. A surface water attenuation basin has been proposed in the north east POS. Soft landscaping has been integrated into the SUDS features to ensure that the drainage features have a visual amenity and an ecology benefit in addition to dealing with surface water 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. The Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

Off-Site Improvements/S106

- Carriageway widening of Northfield Road/Bourne Lane as indicatively shown on the S278 general arrangement drawings.
- To assist passengers from this development accessing the service, we would ask for infrastructure to be placed at the end of Springfield Road to shorten the walking distance from the proposed development, by providing two bus stops.
- Travel Plan monitoring at a cost of £5000 is required.
- The substantive Monday-Friday service is currently supported by LCC and is unlikely to require an increase in frequency here given the rail service that is also prevalent. There is however no Saturday service along this corridor to Lincoln, therefore, LCC seek funding for through this development. The annual cost to support this would be £85,000 and recommend this should be put in place for 3 years to allow the service time to develop and grow patronage.
- 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 to the first occupiers of each new dwelling, which the occupier may redeem for free bus services for a year. The maximum cost to the developer (based on the current cost of the bus service and subject to change) will be £186,000 based on £1000 per voucher x 186 dwellings. The developer is required to manage this process directly with the bus operator [insert name] and will be required to report uptake of the scheme via the travel plan monitoring process.
- Additional requests as per the Travel Plan comments above.

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 21

No part of the development hereby permitted shall be occupied before the works to improve the public highway (by means of carriageway widening on Northfield Road and Bourne Close) 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 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 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 Greenfield Run-off Rate;
- 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 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 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 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 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 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: 28 February 2025

North Kesteven 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: S106/24/0912/FUL/2024
20 August 2024

Dear Sir/Madam

Development – ERECTION OF 186 DWELLINGS WITH ASSOCIATED INFRASTRUCTURE, OPEN SPACE AND LANDSCAPING

Application Number – 24/0912/FUL

Thank you for your notification of 20 August 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 2026/27 (Y/N/Partial)	Places to be mitigated	Contribution sought
Primary	56	Y	0	£0
Secondary	31	N	31	£0
Sixth-form	11	N	11	£0
			Total	£0

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	£844,791.54	N/A - CIL
Sixth-form	£299,764.74	N/A - CIL

Following the removal of Regulation 123 from the Community Infrastructure Levy Regulations on 01 September 2019, requests for items formerly on a Regulation 123 list are now permitted; the Central Lincolnshire Developer Contributions Supplementary Planning Document (2018) still restricts secondary and school-based sixth form to CIL only. It is the County Council's intention to seek that this is reviewed as part of the Local Plan update. Requests can also 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	73	0.225	16.425	0.0785	5.7305	0.032	2.336
3 Bedroom	71	0.373	26.483	0.2169	15.3999	0.078	5.538
4+ Bedroom	22	0.492	10.824	0.3903	8.5866	0.144	3.168
Unknown	9	0.30	2.7	0.1611	1.4499	0.060	0.54
Total (rounded down)	175	-	56	-	31	-	11

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	Ruslington Primary planning area	56	Y	0
Secondary	Sleaford Secondary planning area	31	N	31
Sixth-form	Sleaford Secondary planning area	11	N	11

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	31	£26,717	£828,227	2.00	£27,251.34	£844,791.54***
Sixth-form extension	11	£26,717	£293,887	2.00	£27,251.34	£299,764.74***
Total	-	-	£1,122,114	-		£0

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

** to reflect Lincolnshire's average build cost

***amounts for indicative purposes only, request reduced to £0 in line with Developer Contributions Supplementary Planning Document

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 North Kesteven District Council for your continued cooperation and support.

Yours sincerely

Sam Barlow
Strategic Development Officer
Corporate Property Service

(By e-mail)