

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

District: South Holland District Council

Application number: H11-0095-25

Application Type: Full-Major

Proposal: Proposed Internal Access Road, HGV Trailer Parking Area, Surface Water Lagoon, Security Fencing and Landscaping

Location: Land off Cowper's Gate South, Long Sutton

Response Date: 3 March 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:

Acceptable subject to the following condition:

Introduction/Site Location

The proposal is for an Internal Access Road, HGV Trailer Parking Area, Surface Water Lagoon, Security Fencing and Landscaping. Nationwide Produce Ltd is accessed off the roundabout directly from the B1390 and the A17 runs along the northern boundary of the site. There is an existing Public Right of Way along the southern boundary of the site, and this remains unaffected by the proposals.

Existing Conditions

The site has been subject to several other planning applications to extend/improve the site and most latterly (1084-23) highway improvements were requested at the access road within the public highway. This application included surface water attenuation and concrete hardstanding to store produce boxes and trailers that were historically stored on compacted hardcore. The most recent extensions are still being constructed, and the applicant would now like to make changes to the external HGV circulation area, HGV trailer storage areas and to amend the surface water drainage strategy to deal with the water from the buildings and additional concrete parking areas. In addition to this, they wish to provide enhanced security for the site in the form of fencing to the Cowper's Gate frontage and partly along the southern boundary where there is an existing Public Right of Way.

Highway safety

As there will be no additional vehicle movements this will not affect the safety of the roads in the immediate vicinity.

Highway capacity

The proposal will not generate additional vehicle movements it is to improve the internal arrangements and circulation/parking.

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

Trailer parking will be relocated to where the derelict house sits following the purchase of the house and curtilage. This land was previously used as an operating base for scrap cars however the site has since been cleaned up by the applicant. The attenuation basin will be located at the southeastern point of the site.

Flood Risk and Drainage

The site lies within flood zone 3a. There have been no incidents of flooding either tidal or fluvial in recent history. The drainage strategy includes the provision of an attenuation basin which outfalls into the internal drainage board system. An application will be submitted to the board. To cater for additional surface water run-off from the new concrete areas, the drainage system shown under 1084-23 has been updated. Where possible the new surface areas will be permeable or drain to swales that discharge to the pond. Roof run off will be piped to the ponds directly or into the permeable sub-base if available as this is considered clean run off. All permeable pavements will have granular sub-base providing SuDs source control and storage utilising a 30% void ration aggregate. The permeable pavements will be lined to form tanks. 1.4l/s/ha (greenfield run off rate) shall not be exceeded.

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 1.4 litres per second per hectare;
- 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.

Officer's Name: Samantha Legg

Officer's Title: Principal Development Management Officer

Date: 3 March 2025