

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

District: West Lindsey District Council

Application number: 146036

Application Type: Full

Proposal: Planning application to erect roadside service area, including a single storey RSA building, eight island petrol filling station forecourt and canopy, electric vehicle charging bays, HGV fuelling facilities, canopy and parking, a drive thru coffee unit and associated development, including car parking, circulation space and new access, picnic and play area, landscaping, drainage infrastructure including attenuation ponds and swales, and boundary treatment

Location: Land at A15/A46 Riseholme Roundabout, Riseholme, Lincoln, LN2 2LQ

Response Date:

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: Approve with conditions

In February 2023, the Highway and Lead Local Flood Authority recommended that the Local Planning Authority refuse the application on the grounds of inadequate provision for safe and suitable access to the site for pedestrians and cyclists, and the negative impact the development was expected to have upon traffic flows at the Riseholme roundabout. Since this time, the applicant has submitted further technical information and evidence to support their application which addresses these concerns.

The site is located directly north of Riseholme roundabout, with vehicular and pedestrian access served from the A15. Vehicular access will be via a priority T-junction and the construction of a ghost island right-turn lane for those travelling southbound and entering the site, designed in accordance with Design Manual for Roads and Bridges guidance. A 4.5m x 90m visibility splay can be achieved in both directions at the proposed access. Swept path analysis has been provided to demonstrate that an articulated vehicle, the largest vehicle expected to visit the site, can undertake manoeuvres to enter and exit the site in all directions. Walking, wheeling and cycling access will be facilitated through the widening of the existing footway between Riseholme roundabout and the site entrance and the construction of a refuge on the A15 to enable a staggered crossing of the road. In addition, the applicant has committed to providing additional 'pedestrians crossing' signage on Riseholme roundabout.

Personal Injury Accident data has been interrogated, which demonstrates 34 collisions over a 5 year period (recorded as 25 slight, 9 serious and 0 fatal). 20 of these collisions are no longer valid as data points following the Riseholme roundabout improvement scheme. Of the remaining collisions, 11 occurred on the roundabout arms (8 slight and 3 serious) and 3 occurred on the circulatory (3 slight). Three of the remaining collisions involved pedestrians (2 slight and 1 serious), however these were not clustered together and there were no patterns among the collisions.

A robust Traffic Generation and Junction Modelling note has been submitted, to support the Transport Statement, which models for a worst-case additional traffic flow and vehicle queueing of the food retail offer being a McDonalds drive-thru (however it should be noted that we are advised that McDonalds are not being considered for this site). This demonstrates that the proposed development will result in a minor increase in the ratio of flow to capacity, queues and delays on the A15 and Riseholme roundabout. As such, the impact of the development cannot be considered to have a severe impact on highway capacity.

The development proposes 90 car parking spaces, 40 HGV parking spaces, 2 coach parking spaces, 2 caravan parking space and 18 motorcycle spaces, which is considered an acceptable provision for the intended use. 12 cycle parking spaces will be provided.

Deliveries and refuse collection will be undertaken via a dedicated bay area within the site, outside of peak hours.

This is a greenfield site within Flood Zone 1 and is at low risk of surface water flooding. The proposed Drainage Strategy utilises Sustainable Drainage Systems; namely a green roof, rainwater harvesting tanks, raingardens, swales and attenuation basins. Water will be discharged directly to the ground via infiltration.

Prior to commencement on site, we request that the applicant submit a Construction Management Plan to detail how surface water will be managed during the construction phase and how construction activities will be managed to minimise the impact on the highway network.

Prior to site occupation, we request that the applicant submit a business Travel Plan, to be enacted in perpetuity.

To mitigate the impact of the development, we request the following highway improvements:

- A ghost island right-turn lane on the A15;
- A 2.5m wide refuge island for pedestrians and cyclists on the A15;
- Widening of the existing footway on the A15 to 3m between Riseholme roundabout and the pedestrian crossing point to the site; and
- 'Pedestrians crossing' signage at Riseholme roundabout.

The Executive Portfolio Holder for Highways and Transport wishes to make the following comments:

The proposed development is within a designated green wedge, contrary to Policy S63 of the Central Lincolnshire Local Plan.

Concern remains for pedestrian and cyclist safety as a result of the development proposals. We request the delivery of a pedestrian footbridge across the Riseholme roundabout to provide safe access for the benefit of the community.

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 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 (in accordance with drawings SCP/200411/SK02 Rev M, SCP/200411/SK06 Rev B and SCP/200411/SK07 Rev C) 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 27

The permitted development shall not be occupied until those parts of an 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 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 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 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 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 03

The permitted development requires the formation of a new vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link:

<https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.

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

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: Becky Phillips-Melhuish

Officer's Title: Growth Manager (Planning Advice)

Date: 28 February 2025