



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

District: Boston Borough Council

Application number: B/23/0379

Application Type: Full - Major

Proposal: Proposed residential development of 89 dwellings and associated infrastructure, drainage and open space

Location: Land to the East of Gaysfield Road, Fishtoft, Boston PE21 0SF

Response Date: 9 April 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.

Application number: B/23/0379

Application Type: Full-Major

Location: Land to the East of Gaysfield Road, Fishtoft, Boston PE21 0SF

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:

Approval subject to the following conditions

Introduction/Site Location

This is a full application for a proposed residential development of 89 dwellings and associated infrastructure, drainage and open space. The developer is Gleeson Homes, and there are previous planning applications for the site – B/20/0488 (Outline for 36 dwellings) and B/20/0489 (affordable homes site 20 dwellings) both due to expire later this year. The site is located off Gayesfield Road adjacent to the Scouts Hut, just south from the school. There is an existing footpath on the other side of Gayesfield Road that connects up past the School into Fishtoft connecting with the footway network. There is a safe access for all highway users. The development does not directly affect the Public Right of Way but any future development between the site and the public right of way shall need to provide connections to the public right of way.

Existing Conditions

The carriageway of Gayesfield Road is of sufficient width to permit two-way vehicle movements. The Scout Hut currently has a parking area fronting the hut onto Gayesfield Road, as part of the development further parking will be provided for the Scouts Hut located off the access road. Gayesfield Road at this location is a 30mph road and is of a good condition. The site is bounded by existing residential developments to the north and west, recreational greenfield land utilised by the Scouts Group to the southwest, and greenfield land used for agriculture to the south and east. The site is in Flood Zone 3, The Haven is a tidal, EA main river which flows from northwest to southeast approximately 1.5km to the southwest of the site before discharging to the North Sea via The Wash. The Hobhole drain runs north to south approximately 225m to the east of the site and has an indirect discharge to The Haven via a pumping station. Hobhole and its associated infrastructure falls under the responsibility of the Witham Fourth District IDB; a number of smaller IDB maintained drains are also present throughout the local area and do not present a flood risk to the site.

Highway safety

Visibility has been demonstrated in accordance with Manual for Streets. There have been no personal injury accidents reported in the vicinity of the site. There are existing footways

along Gayesfield Road that would facilitate safe pedestrian access to and from the proposed development without pedestrians having to share the carriageway with motor vehicles.

Highway capacity

The current proposals would be expected to generate approximately 47 trips in the AM peak hour and approximately 47 trips in the PM peak hour that would be diluted onto the highway network – the impact at any given junction will be minimal. 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

The nearest bus stops to the site are located on Fishtoft Road approximately 400m from the site access. The current B2 service runs along Fishtoft Road and then up Church Green Road. Because of the road network that is in place, it wouldn't be possible to route a bus service down Gayesfield Road as it would then need to turn around at some point which is likely to be a challenge given the size of the roads that exist. Any change would prove logistically very challenging and financially unsustainable.

Notes from LCC Sustainable Transport Officer:

8.4 – Collaboration with the local school, 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 they TPC source information for supporting people on lower incomes where they can access community projects or charities, offering bike or clothing donations etc.

It is recommended that the TPC include digital opportunities for supporting a healthier lifestyle, encouraging walking and cycling. For example, the Love to Ride which is free to access, with behaviour change messaging, community support and learning opportunities (how to ride in winter, how to fix a puncture etc).

8.4.6 & 8.4.7 – WalkBUDI and BikeBUDI databases are no longer active. Another recommended option for journey sharing is required.

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.

Bike marking opportunities should be planned for residents, on an annual basis. Bike marking increases the security of bike ownership, registering bikes to a national database that is utilised by the Police when bike thefts are reported. Free bike marking sessions should be encouraged for residents.

£5k Section 106 monies is required for the monitoring of the Travel Plan.

Site Layout

From the access there is 6no parking spaces on the left for the Scouts Hut and a gateway for pedestrians/machinery into the recreational greenfield land. The road then continues in a northerly direction with spur roads off to the east. The layout includes only a single footway for much of the road layout, with a swale on the opposite side for the collection and conveyance of highway water run-off. The swales are then underdrained connecting to the attenuation basin which discharges to the IDB maintained sewer at a controlled rate via a flow control device – this then ultimately discharges to The Hobhole. A link footway connects roads 2 and 3 and this shall be widened to 3m for shared use, encouraging safer and more comfortable experience for residents. The car parking is in accordance with Southeast Lincs Local Plan. Each property will have a private garden, and sheds or similar storage units for privately storing bikes.

Flood Risk and Drainage

Surface water mapping details indicate that the vast majority of the site is at very low risk of surface water flooding. The mapping indicates a small, isolated area of the site to the northwest to be at low risk of flooding from surface water. The site will be subject to earthworks to level out the ground and removes slight depressions, it is unlikely that this indicated flood risk would occur in reality following development.

The drainage strategy includes an attenuation basin which, details that it will be 2.75m below existing ground level. The GI report shows that groundwater was struck at 1.4m depth in TP01. Lincs Lab confirmed that the evidence shows that the basin is so deep because it is being used as a borrow pit to win fill material build up for the rest of the site to mitigate against fluvial/coastal flood risk. Within the required drainage condition, it has been requested that a longer term of ground water monitoring is required to ensure the effectiveness of the attenuation pond. The site is to be lifted 1m above the gardens of the existing properties and so it will be conditioned that an interceptor drain is to be installed along the boundary of the site to intercept the water (previously agreed). The interceptor drain, grading of the site, size of the attenuation pond and the existing system was agreed with the Planner that it would be sufficient not to create as adverse impact off the site. The interceptor drain is to discharge into the attenuation pond therefore revised calculations for the pond will be required.

Off-Site Improvements

To widen the existing footway on the west side of Gayesfield Road to 3m from the site entrance to the school to create a shared use footway/cycleway supporting safe walking, wheeling, cycling journeys from the development to the Fishtoft Academy entrance. Provide a small section of footway around the radius of the junction with a tactile crossing point over Gayesfield Road.

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, over a 12-month period);
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development and the principles set out in the submitted Flood Risk Assessment Parts 1-4 received by the LPA on 25 Jan 2025 and forming part of the approved application;
- 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 with a flow control device to 2.5 litres per second;
 - Provide detailed drawings and associated calculations of all drainage assets forming part of the scheme;
 - Provide a routing from the interceptor drain on the northern and western site boundaries which directs flows into the site attenuation pond and hence to the IDB maintained drainage system;
- 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.

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 widening the existing footway on the west side of Gayesfield Road from the site entrance to the school to 3m and footway connection/tactile crossing at the access over Gayesfield Road) 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 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

The internal link footway connecting road 2 and road 3 should be 3m wide for shared use footway/cycleway.

Reason: To encourage safer and more comfortable experience for residents in the interest of safety of the users of the site.

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>

Highway Informative 09

The existing ground level of the site must not be raised above the ground level of any surrounding land without further consultation with the Lead Local Flood Authority and Local Planning Authority, to consider suitable mitigation measures to ensure that surface water flood risk is not created or increased to land adjacent to the permitted development.

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

Section 106

A Section 106 is required for the sum of £133,500 for an annual bus pass for one person for 12 months to encourage sustainable transport options in the area.

A Section 106 is required for the sum of £5,000 for the monitoring of the Travel Plan.

Officer's Name: Samantha Legg

Officer's Title: Principal Development Management Officer

Date: 9 April 2025