

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

District: Boston Borough Council

Application number: B/25/0145

Application Type: Full-Major

Proposal: Hybrid planning application comprising: (1) Full planning application for the erection of an office building, warehouse and workshop building, and external yard and storage area, including the formulation of internal access, parking areas and drainage infrastructure; and (2) Outline planning application with all matters reserved for the erection of buildings to operate under either Classes E(g), B2, and / or B8 together with associated car parking, servicing, landscaping, and external works

Location: Land at Spalding Road, Sutterton, Boston PE20 2ET

Response Date: 6 May 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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Location: Land at Spalding Road, Sutterton, Boston PE20 2ET

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

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 upgrading the existing access off Station Road to form an uncontrolled pedestrian crossing point with dropped kerbs and tactile paving 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 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;
- 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.

Comments:

This proposal is for new office (389 square metres), warehouse and workshop (2,054 square metres) and external yard area (9,400 square metres) to be used by Clarke Group Construction and is submitted in full as part of a hybrid planning application, including the erection of buildings (up to approximately 4,000 square metres) to operate under either Classes E(g), B2, and / or B8 use, together with associated car parking, servicing, landscaping, and external works on the remainder of the Site and is submitted in outline, with all matters reserved, as part of a hybrid planning application.

The Site covers an area of 3.75 ha and comprises part of an arable field, grassland, tall forbs, scattered scrub, and areas of excavated ground. to the north of Spalding Road, Sutterton, Lincolnshire. The Site has an existing access from Spalding Road, which currently serves Spalding Road Industrial Estate, which comprises of several small light industrial / storage units and associated car parking. The access is 7.3 metre wide with 10 metre radii, which is a standard geometry for an access serving a commercial development. There is a 2m footway on both sides of the Site access connecting to the footways on the northern side of Spalding Road. The existing site access road is proposed to be extended and provides a clear and logical circulation route, allowing for efficient movement of vehicles across the site. A dedicated turning area is incorporated at the northern end of the proposed development, ensuring that vehicles, including large delivery and service vehicles, can manoeuvre safely and enter and leave in a forward gear. To enhance pedestrian safety, a footway will be provided along one side of the access road, ensuring a safe and accessible route for employees and visitors navigating the site on foot. The closest bus stops are approximately 300m (westbound services) and 350m (eastbound services) east of the site access, which are served by the following bus services on a weekday: • B2 - Boston to Bakkover – 3 services per day westbound (at 05:30, 17:30 and 20:55) and 2 per day eastbound (at 06:30 and 18:30); and • B3 - Boston to Spalding – Hourly service westbound (between 06:58 and 18:30) and hourly service eastbound (between 07:51 and 18:33). Therefore, future employees at the proposed development would be able to access the Site from Boston and Spalding (and locations in-between), with journeys before and during the morning peak hour and during and after the evening peak hour.

The speed limit of the B1397 Spalding Road at the Site access is 30 mph, changing to 40mph approximately 30 metres west of the site access. Visibility splays of 92 metres are achievable which is more than required for a 30mph zone. A total of 44 no. car parking spaces would be provided, meeting the minimum SELLP requirements, including 3 no. cycle spaces, again meeting the minimum SELLP requirements. A review of Personal Injury Accident (PIA) data has shown that there have been no PIAs at, or in the immediate vicinity of the site access within the study period and, there are no road safety issues in the study area that the trip

generation associated with the proposed development would exacerbate. Based on a TRICS analysis, the proposed development for the Office, Warehouse and Workshop could generate up to 81no. two-way movements per day, with 10no. vehicle movements in the morning peak hour and 9no. vehicle movements in the evening peak hour, with 2no. HGV movements per day. The likely vehicle trip generation associated with the proposed future employment land are forecasted to generate up to 145no. two-way vehicle movements per day, with 15no. vehicle movements in the morning peak hour and 12no. vehicle movements in the evening peak hour. The total forecast number of vehicles movements for the whole Site forecast to generate 226 two-way vehicle movements per day, 25no. in the morning peak hour and 21no. in the evening peak hour. Therefore, the number of vehicle movements associated with the proposed development forecast to be generated during the morning and evening peak hours is negligible and fewer than 30 two-way movements that is typically used as a threshold for the consideration of undertaking a junction capacity assessment. Therefore, the proposed development is suitable in terms of highway safety and the residual cumulative impact upon the highway network, would not be severe to prevent or refuse on highway grounds.

The Site is situated wholly within Flood Zone 3 (High probability) which is classes as land which has a 0.5% or more chance of flooding from the sea in any year and is not at risk of surface water flooding except for a small area to the South and West where the attenuation basin and pond are to be situated. In terms of surface water drainage, the proposed development will introduce impermeable drainage area in the form of buildings and access. This will result in an increase in surface water runoff, if unmitigated. To ensure the increase in surface water runoff will not increase flood risk elsewhere, flow control will be used, and attenuation provided on site to accommodate storm events up to and including the 1 in 100 year plus 40% climate change event. All methods of surface water discharge have been assessed as part of the FRA&DS. As infiltration is not viable for the site, including high water tables, discharge to the adjacent watercourse has been proposed at a rate of 3.1 l/s in line with the Internal Drainage Board's requested discharge rate of 1.4 l/s/ha. Attenuation storage will be required on site to restrict surface water discharge to 3.1 l/s. Attenuation will be provided by permeable pavement, cellular storage tanks and a large detention basin. Therefore, no increase in surface water flood risk.

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 regarding NPPF.

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 07

The highway improvement works referred to in condition 21 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>

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.

Officer's Name: Dean Whitehead

Officer's Title: Senior Development Management Officer

Date: 6 May 2025



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My Ref: PE20 2ET
Your Ref: B/25/0145

Planning Authority
Boston Borough Council
Municipal Buildings
Boston
Lincolnshire
PE21 8QR

For the attention of Ian Carrington
Sent by email to planning@boston.gov.uk

17 April 2025

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING CONSULTATION

DEVELOPMENT: HYBRID PLANNING APPLICATION COMPRISING: (1) FULL PLANNING APPLICATION FOR THE ERECTION OF AN OFFICE BUILDING, WAREHOUSE AND WORKSHOP BUILDING, AND EXTERNAL YARD AND STORAGE AREA, INCLUDING THE FORMULATION OF INTERNAL ACCESS, PARKING AREAS AND DRAINAGE INFRASTRUCTURE; AND (2) OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED FOR THE ERECTION OF BUILDINGS TO OPERATE UNDER EITHER CLASSES E(G), B2, AND / OR B8 TOGETHER WITH ASSOCIATED CAR PARKING, SERVICING, LANDSCAPING, AND EXTERNAL WORKS

LOCATION: LAND AT SPALDING OAD, SUTTERTON, BOSTON, PE20 2ET

I refer to the outline planning application reference B/25/0145. The Fire Authority would make no objection to the application provided that the following items were included within the development:

- I. Access to buildings for fire appliances and fire fighters must meet with the requirements specified in Building Regulations 2010 (As Amended), Part B5. These requirements may be satisfied with other equivalent standards relating to access for firefighting, in which case those standards should be quoted in correspondence.**
- II. Lincolnshire Fire and Rescue also requires a minimum carrying capacity for hard standing for pumping appliances of 18 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2010 (As Amended), Part B5. This weight limit would also apply to any private/shared access roads in order to achieve the above item.**

- III. Lincolnshire Fire and Rescue recommends that fire hydrants be installed within this development at the developer's expense in accordance with the provisions of the Building Regulations 2010 (As Amended), Part B5. However, it is not possible, at this time, to determine the number of fire hydrants required for fire-fighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.

Should you wish to discuss this matter, please do not hesitate to contact me on the details below.

Yours sincerely



Nissa Talbot BSc (Hons) CIEH

Fire Safety Inspector

Lincolnshire Fire and Rescue

Email: fire.safety@lincolnshire.gov.uk

Phone: 01522 553868

CC: LFR Water Officer