

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

District: South Kesteven District Council

Application number: S24/2198

Application Type: Outline

Proposal: Outline application for up to 268 residential dwellings (Use Class C3), up to 80 bed care home (Use Class C2), local centre, and public open space with associated access, landscaping, drainage and infrastructure (Access for approval only)

Location: Land at Exeter Fields, Stamford

Response Date: 21 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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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:

The site comprises a triangular shaped piece of agricultural land, which is 9.59 ha in size and is located to the west of the market town of Stamford. It is bound by Empingham Road (A606) to the north; a recently constructed residential development by Taylor Wimpey (known as 'Lamberts Place') to the east and south; and the A1 to the west. Vehicular access in the form of a farm gate is currently positioned to the north of the Site off Empingham Road.

The proposed development has been designed to accommodate movements by all types of mode. There has been an emphasis on promoting the use of sustainable modes of travel by the provision of walking and cycling infrastructure. These include connecting to existing routes in the vicinity of the site as well as providing enhancements to benefit both future residents of the site and also allowing local residents in the area to reach the new facilities on site. The provision of the access into the site has been carefully considered to accommodate demand from the site whilst minimising the impacting on current movements. It has been designed to incorporate pedestrian and cycling crossings as well as allowing enhancements to public transport infrastructure by the provision of two new bus stops.

Vehicular access will be provided via Empingham Road to the north. There will be a single traffic signal-controlled junction with both Empingham Road and Arran Road that will form a crossroads type junction. On the Empingham Road approaches there will be ahead/left and right turning lanes with single lanes on both the site access and Arran Road approaches. The junction has been designed to accommodate the likely quantum and type of traffic to use the junction providing sufficient capacity to minimise delays to road users.

There will be multiple pedestrian access points to the proposed development site providing a permeable, connected development. The new traffic signal junction with Empingham Road will have shared use pedestrian/cycleways either side of the access road into the development. There will be further pedestrian access points along the northern boundary providing connections to the proposed bus stops on Empingham Road and also the proposed signalised pedestrian crossing over Empingham Road in the vicinity of the Primary School. There will be pedestrian connections to the east, linking to the existing provision for pedestrians through the adjacent development. A dedicated pedestrian/cycle link will also be provided in the

south of the site connecting to Barrowfield Drive that ultimately provides access to Tinwell Road.

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.

Site Layout

Site layout is not a consideration as part of this application.

Flood Risk and Drainage

The supporting information details the use of infiltration techniques to manage the surface water. Whilst the principle for such is acceptable, you will need to undertake 12-month ground water monitoring to understand the seasonal variations. This information will be required to accompany any future Reserved Matters application.

Whilst no drainage plan has been submitted, the SuDS report details the use of swales, where possible, road gullies and pipes with a cellular infiltration tank. These would not be considered suitable SuDS solutions, and the layout will need to demonstrate the management of surface water, on the site as a whole) via SuDS techniques, and be dealt with above ground, including attenuation. We no longer support the use of pipes and gullies, where other techniques can be utilised. Therefore, please consider the use of filter drains, swales, permeable paving, ponds, rain gardens. Further details can be found in the following LCC guidance.

Off-Site Improvements

Please refer to the conditions and S106 requests below, which are considered to be the appropriate mitigation to accommodate the proposed development.

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 (apart from those works indicatively identified on drawing number 23/215/TR/003 Rev A or as specified) before the works to improve the public highway (by means of a signalised junction with Arran Road, two enhanced and relocated bus stops, and a signalised pedestrian crossing opposite the school along with all associated works) 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 GRR;
- 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.

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 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 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>

Note to Planner:-

- A contribution is requested for the monitoring of the Travel Plan at £5000.
- 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 £400,000 based on £1500.00 per voucher x 286 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.

Officer's Name: Sarah Heslam

Officer's Title: Principal Development Management Officer

Date: 21 May 2025