

Development Management
Lincolnshire County Council
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To: South Holland District Council

Application Ref: H02-0832-26

Proposal: **Details of Construction Management Plan & Method Statement, Estate Road Phasing & Completion Plan and details of installation of fire hydrants (Conditions 14, 17 & 29 of H02-0759-25)**

Location: **Land East of Normanton Road, Crowland**

With reference to the above application received 8 September 2026.

Notice is hereby given that Lincolnshire County Council's formal recommendation is as follows:

Deferral: LCC is not currently in a position to support the application and requests further assessment, supporting evidence, revisions and/or dialogue, as set out in the response.

ADDITIONAL INFORMATION REQUIRED

The submitted details are not presently sufficient to discharge the conditions relating to the Construction Management Plan and Estate Road Phasing and Completion Plan.

The CMP should confirm a single construction access and routing arrangement, as the written document and accompanying drawing currently identify different options. The proposed access from Clout Drove, via the temporary off-site haul road, is shown as being subject to the necessary legal rights, land ownership, and approvals. Confirmation is therefore required that this route is deliverable. The connection between the haul road and the adopted highway will also require separate approval under Section 184 of the Highways Act 1980.

The construction and surfacing of the haul road should be specified, including the provision of an appropriate bound surface for a sufficient distance to prevent mud and loose material from being carried onto the public highway. The CMP should also include measures, such as signage and driver instructions, to prevent construction traffic from travelling through Normanton Road where this does not form part of the agreed route.

Further information is required on construction vehicle types and numbers, delivery management, the availability of on-site parking and turning throughout the build, and the coordination of construction traffic with residents, pedestrians, existing highway activity, utility works, and other works affecting the highway.

A detailed construction-stage surface-water strategy is required. This should show how runoff from the compound, haul roads, and each construction phase will be collected, treated, and conveyed to an operational outfall. The sequence for constructing, protecting, inspecting, desilting, remediating, and commissioning the permanent SuDS should also be provided.

The proposed location of the temporary civils compound appears to affect part of the attenuation area and potentially one of its inlets. The revised strategy should demonstrate how sufficient storage and an operational drainage route will be maintained throughout construction. It should also address the culverting of the existing watercourse and the installation of the surface-water outfall across third-party land, including the necessary land rights and Internal Drainage Board consent.

The Street Management & Maintenance Plan contains incorrect references to another development, planning permission, and condition, and should be corrected throughout. It also does not provide an adequate Estate Road Phasing and Completion Plan. A revised plan should identify the road and dwelling phases, construction sequence, completion standard for each road section, occupation triggers, temporary and permanent pedestrian routes, operational drainage arrangements, and responsibility for inspection and maintenance during construction.

The revised submission should clearly distinguish between adoptable highway drainage, privately maintained drainage, and SuDS maintained by a management body. It should also demonstrate how occupied areas will remain safe and accessible while construction continues and provide a more frequent inspection regime than the annual inspection presently proposed.

Technical approval for the proposed Section 38 works, including the associated highway drainage, has not yet been granted. Any discharge of the planning conditions would not constitute technical approval or prejudice the outcome of the Section 38 process.

The Local Highway Authority has no comments to make in respect of the fire hydrant details submitted under Condition 29. This matter should be considered by the relevant fire and rescue service and water undertaker.

Case Officer:
Justine Robson

Date: 21 September 2026