HIGHWAY AND LEAD LOCAL FLOOD AUTHORITY RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Holland District Council
Application number: H03-0048-25
Application Type: Full-major
Proposal: Rural exception site of affordable housing comprising 24 dwellings
Location: Land off Littleworth Drove, Deeping St Nicholas
Response Date: 20 May 2026
Response by: Samantha Legg

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.

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:

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

No objection subject to:

(a) Planning Conditions and Informatives

(b) S106 requests and highway improvements outlined below:

S106 - £2,280 is required for travel vouchers for each dwelling at a rate of £95.00 per dwelling.

Highway improvement - Footway extension and tactile crossing point

Introduction/Site Location
Land off Littleworth Drove, Deeping St Nicholas - Rural exception site of affordable housing comprising 24 dwellings. The site is 1.4ha in area and is currently agricultural land. The site is accessed via the A1175 and lies to the north of Campain's Lane.

Site Layout
There is a new vehicular access from Littleworth Drove A1175 which will include a large culvert that will need to be approved by Lincolnshire County Council Structures department as part of the Section 38 submission. Visibility at the access is acceptable for a 40-limit road. There is an internal link footway connecting at the junction of Campain's Lane where a tactile crossing point will be installed directing pedestrians over to the other side of Campain's Lane. The footway will continue through the left-hand side of the carriageway through to plot 14. The road runs from the south-east boundary to the north-west boundary.

Existing Conditions
There is no justification for the speed limit to be reduced here and does not meet policy. Littleworth Drove is in a good standard of repair and there and there is an existing footway on the other side of the road that runs up to South Drove junction in a northerly direction and up to the Level Crossing in a southerly direction. At Campain's Lane there is a footway on both sides of Littleworth Drove.

Highway safety
There are no recorded personal injury accidents in the vicinity of the site.

Highway capacity
This development is for 24 houses and does not fall in the threshold to submit a Transport Assessment.

There is a frequent bus service that runs along Littleworth Drove, to encourage Active Travel/incentivise the local bus service and as this is an affordable housing scheme, we request that travel vouchers are delivered for each dwelling which cost £95.00 per dwelling. This sum should be provided through a Section 106 Agreement, and the total figure is £2,280.00.

There is no precise definition of "severe" with regards to NPPF Paragraph 116, 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.

Flood Risk and Drainage
The site is located within flood zone 3a but has a low risk of surface water flooding. There is an existing riparian ditch that runs along the east of the site and the site falls towards the ditch. The ditch flows to the IDB drain to the north approximately 200m away. The IDB have approved the discharge to the drain restricted to 1.2 litres per second. A detailed Ground Investigation Report has not been carried out only a desktop report has been submitted. This will be included as part of the drainage condition. It is assumed that infiltration will not be feasible for the site, the SuDs strategy for the surface water is conveyance, cleansing and attenuation. The drainage consists of a series of swales along the right-hand side off the carriageway that will connect into the attenuation basin. The carriageway will generally be laid to a single crossfall, and the swales will carry highway and domestic water so it will be put forward for adoption by Anglian Water. A filter strip will provide a pre-treatment which will also be adopted by Anglian Water. Dependant upon final levels gullies may be required to the highway at local areas – gullies should not connect to the basin ideally as it should only be clean water. 6 months Groundwater monitoring was requested but the consultant responded to say that it is unnecessary at this stage as the drainage is a sealed tanked system preventing any interaction with groundwater. The drainage design does not depend on groundwater levels or functionality. He insisted that groundwater levels were irrelevant. Upon detailed Ground Investigation 12months groundwater monitoring and soaked CBR's will be required before a Section 38 package will be accepted by Lincolnshire County Council. The discharge to the watercourse will be controlled by an Orifice Plate.
The consultant said where they stated that finished floor levels will be raised in excess of 1m, this figure is slightly misleading, and they have submitted site sections to demonstrate the interaction between old and new. The dwellings along Campian's Lane are somewhat higher than the application site. This section is covered in the drainage condition to ensure that there will be adverse impacts to the surrounding land or properties. If it cannot be mitigated,

then an interceptor drain should be installed along the site boundary. The receiving watercourse should be surveyed to ensure that it is fit for purpose to receive the additional flows and, if it is not, it should be upgraded to a satisfactory standard to accept the proposed discharge.

Off-Site Improvements
The existing footway on Littleworth Drove that runs up to the junction of Campain's Lane should be extended around the junction where a tactile crossing point shall be installed to connect over to the footway/tactile crossing at the link footway into the site.

Planning Conditions:
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:

• Provide a detailed Ground Investigation Report complete with verified groundwater levels and seasonal variations, as evidenced through on-site monitoring conducted over a 12-month winter 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 1.2 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;
* The receiving watercourse should be surveyed to ensure that it is fit for purpose to receive the additional flows and, if it is not, it should be upgraded to a satisfactory standard to accept the proposed discharge;
* Suitable mitigation measures should be submitted to ensure that surface water flood risk is not created or increased to land adjacent to the permitted development. If the flood risk cannot be managed by levels alone then an interceptor drain should be installed along the south-west boundary to protect the existing properties and maintenance proposals should be provided.

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 a footway extension at the junction of Campain's Lane/Littleworth Drove and tactile crossing point) 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.

Informatives

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
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: https://www.lincolnshire.gov.uk/adopting-improving-roads-footpathsPlanning 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 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 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

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Officer's Title: Principal Development Management Officer
Date: 20 May 2026