Broadgate, Weston Hills

Services and Accessibility Report

August 2026

Client: Halgarth Farms

Project: Demolition of existing barn and the erection of a new dwelling on land off Broadgate, Weston Hills

Project no: 623

STUDIO11
architecture

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1.0 Introduction

The Services and Accessibility Report is intended as a supporting document that accompanies the appeal for the demolition of a barn and replacing it with a new dwelling on land off Broadgate, Weston Hills.

The purpose of this report is to supplement the Design and Access Statement and Planning Appeal Statement in demonstrating accessibility to public transport modes.



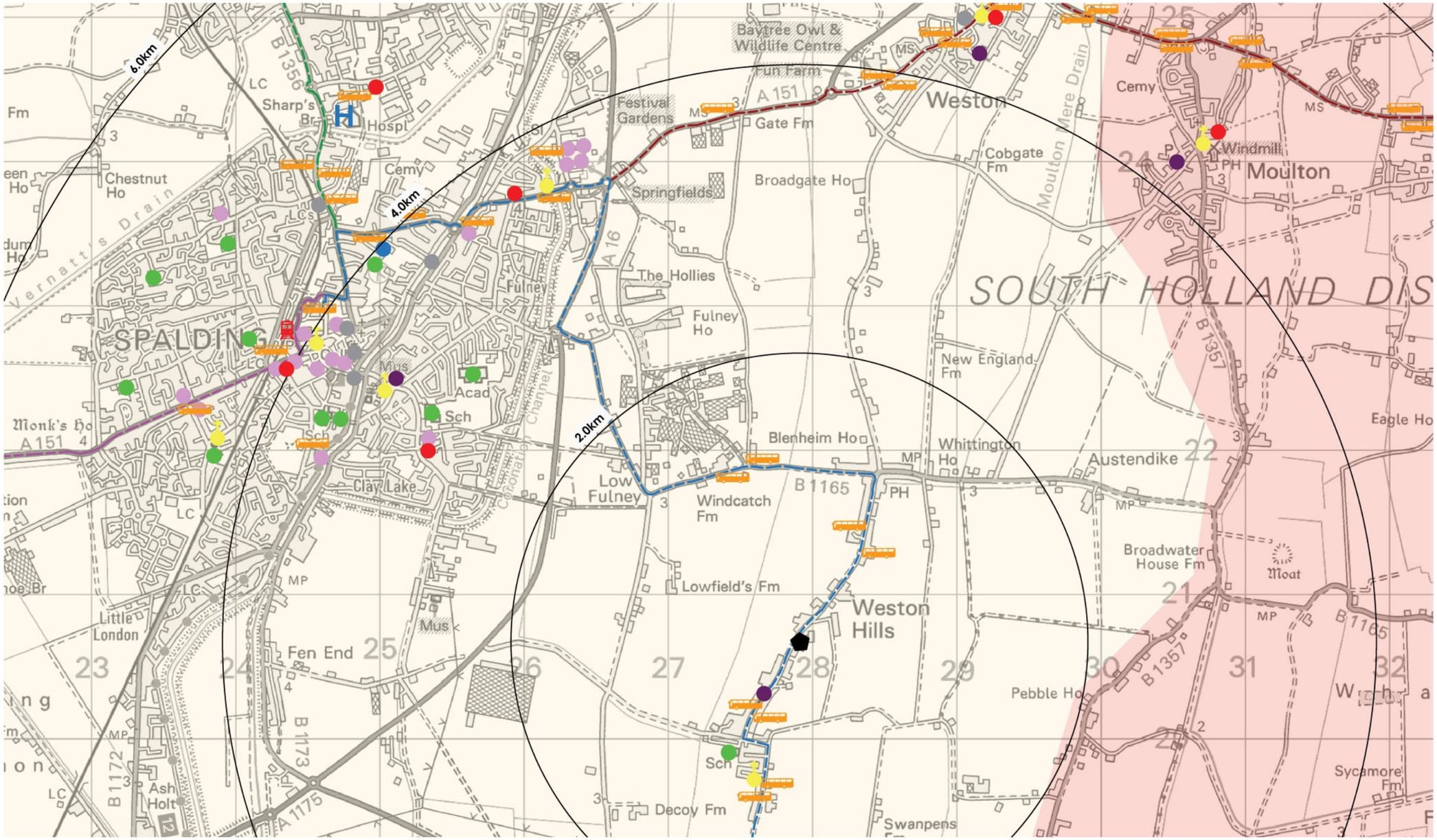
Image Showing the Position of the Proposed Site in Relation to Spalding and nearby settlements

★ Site

2.0 Accessible Services

KEY

- Application Site
- Shops
- Village Hall
- Schools
- Doctors
- Pubs
- Bus Stops
- Hospital
- Places of Worship
- Post Office
- Call Connect Spalding Area
- Call Connect Holbeach Area
- Bus Route G76
- Bus Route G78
- Bus Route 505
- Bus Route 43
- Train Station



Services Map

2.1 Services and Accessibility Overview

The application site is located off Broadgate, Weston Hills, a linear settlement approximately 4km east of Spalding. Weston Hills forms one of two wards within the civil parish of Weston, and is identified within the South East Lincolnshire Local Plan (2011–36) as an 'Other Service Centre and Settlement', reflecting its role in meeting a proportion of day-to-day needs for its own community.

As illustrated on the Services map, Weston Hills has a limited range of local services. The village's core provision centres on Weston Hills Village Hall, which also hosts a part-time post office. Within the village there is also a primary school and a church both within 800 metres of the site.

Beyond the village, the town of Spalding, 4km west, provides a range of higher-order services, including supermarkets and shopping, secondary education, leisure centres, hospitals and doctors. Spalding is accessible from Weston Hills by bus, and additionally provides the nearest railway station, as set out in the later sections of this report.

The limited services within Weston Hills reflect a limited but genuine level of local provision, while its proximity to Spalding ensures that the fuller range of services expected of day-to-day life remain accessible.

3.0 Walking and Cycling Accessibility

3.1 Overview

The site is located outside the defined settlement boundary of Weston Hills, with walking and cycling conditions shaped by the surrounding network of rural roads and lanes. Whilst the route environment is typical of a rural setting, walking and cycling nonetheless provides a realistic means of accessing Weston Hills and its services, including the bus stops along Broadgate. This section considers the practicality of active travel to key local destinations.

3.2 Walking Accessibility

The nearest bus stop is located along Broadgate approximately 0.45km south of the site, a distance that is achievable on foot for a range of users and well within the distance commonly associated with access to public transport in rural locations. The walk to the bus stop follows Broadgate, a rural lane with low traffic volumes typical of the surrounding area. A dedicated footpath is provided for the majority of the route, with the exception of 100m from the dwelling, where the route instead provides a grass verge for refuge. The route is likely to be most practical during daylight hours and for users comfortable with a rural lane environment.

Overall, walking provides a realistic means of accessing Weston Hills and its bus services, particularly for daytime trips, and contributes meaningfully to the travel choices available to future residents.

3.3 Cycling Accessibility

Cycling offers a particularly practical active travel option from the site, providing a quick and direct means of reaching Weston Hills' village services and bus stops. Cycling also offers an option to travel into Spalding itself, representing a 20 minute journey. Cycling correspondingly extends the practical catchment of active travel well beyond that achievable on foot, and supports access to the village's bus provision considered in Section 4.

3.4 Practical Summary

In summary, the rural setting means that active travel operates within the conditions typical of out-of-settlement locations, and the route environment is most comfortable during daylight hours. However, the 0.45km distance to the nearest bus stop is very modest in rural terms, and both walking and cycling provide genuine and realistic travel options for a proportion of journeys. Walking offers direct access to Weston Hills and its bus services, while cycling extends this further, supporting a meaningful level of travel choice for future residents beyond sole reliance on the private car.

4.0 Bus Services Accessibility & Connectivity

4.1 Overview of Local Bus Provision

The site is located outside of defined settlement boundaries and therefore does not benefit from the same level of public transport provision as an urban or suburban location. However, this does not mean that access to public transport is unobtainable. Bus services operating within the surrounding area provide opportunities for travel to nearby settlements and key service centres.

4.2 Nearest Bus Stop and Walking Accessibility

The closest bus stop to the site is located along Broadgate, Weston Hills. The stop is approximately 0.45km from the site, representing a 6-8 minute walk for an average pedestrian.



Site Location in Relation to Nearest Bus Stops along Broadgate

4.3 CallConnect Bus Service

Introduction

The CallConnect bus service is a public transport service operated on behalf of Lincolnshire County Council and forms an established part of the county's wider public transport network. This service is specifically designed to provide accessible and reliable public transport in rural and semi-rural areas where conventional fixed-route bus service are limited.

History and Role of the Service

CallConnect was introduced in 2001 as part of Lincolnshire's transport strategy to address rural accessibility and social inclusion. Since its introduction, the service has evolved into a long-standing and integral element of public transport provision across the county, supporting access to key settlements, employment, education, healthcare and retail services.

Timetabled Nature of the Service

Although CallConnect journeys are bookable on demand, the service operates to published timetables which clearly illustrate when buses are available within specific service areas. These timetables define the days of operation, hours of service availability and the geographic coverage of each CallConnect zone.

As such, CallConnect should be regarded as a timetabled public transport service with flexible routing, rather than a purely ad-hoc or discretionary service. CallConnect vehicles are fully accessible, and the service is interchangeable with other public transport, allowing bookings to be coordinated with onward bus and rail connections.

Cost and Ticketing

Fares are simple and affordable, typically based on journey distance within a zonal structure, generally ranging between £1 and £3 per journey. English National Concessionary Travel Scheme passes are accepted, allowing eligible older and disabled users to travel free of charge. Registration to use the service is free.

Spalding CallConnect Service

The Spalding CallConnect service operates six days a week, from 07:00–19:00 Monday to Friday and 08:00–18:00 on Saturdays. The service covers a wide operating area extending from Crowland to Donington, and its published list of locations served explicitly includes Weston Hills, confirming the village's formal inclusion within the scheme's coverage area. The level of demand for the service is reflected in Lincolnshire County Council's operation of two vehicles within the Spalding CallConnect area, indicating an established and well-used service rather than marginal provision.

4.4 Fowlers Travel Route 43

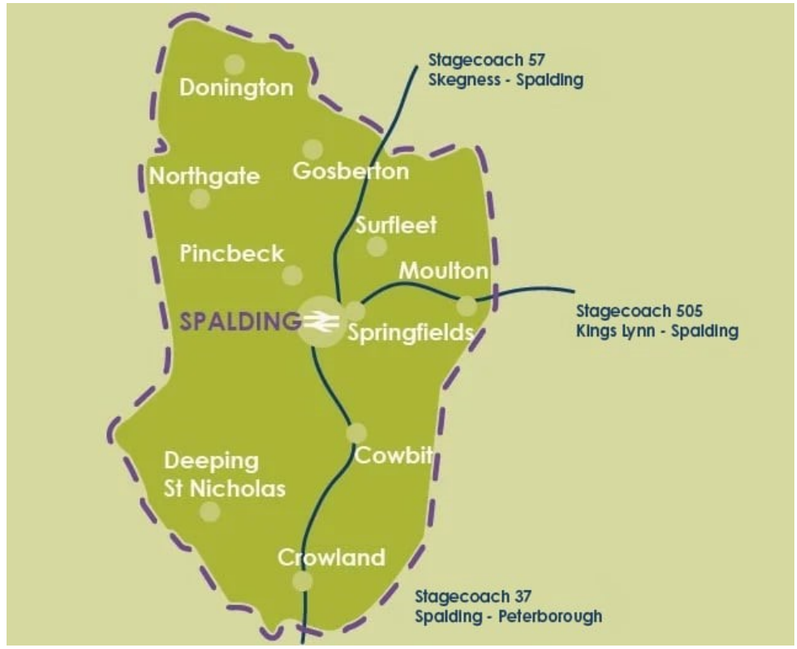
Bus route 43 provides a limited fixed route service linking Sutton St James to Spalding Bus Station, via Sutton St Edmund, Waplode Drove, Holbeach Drove, Moulton Chapel, Weston Hills and Low Fulney.

The service is limited to a single journey, departing Sutton St James at 09:15, calling at Weston Hills around 10:08–10:15, and arriving at Spalding Bus Station at 10:35. The return journey departs Spalding Bus Station at 13:10, calling at Weston Hills around 13:25–13:33, and arrives back at Sutton St James at 14:25, operating on Mondays, Tuesdays, Wednesdays and Fridays only. This single daily return working does not provide a practical basis for regular day-to-day travel in its own right.

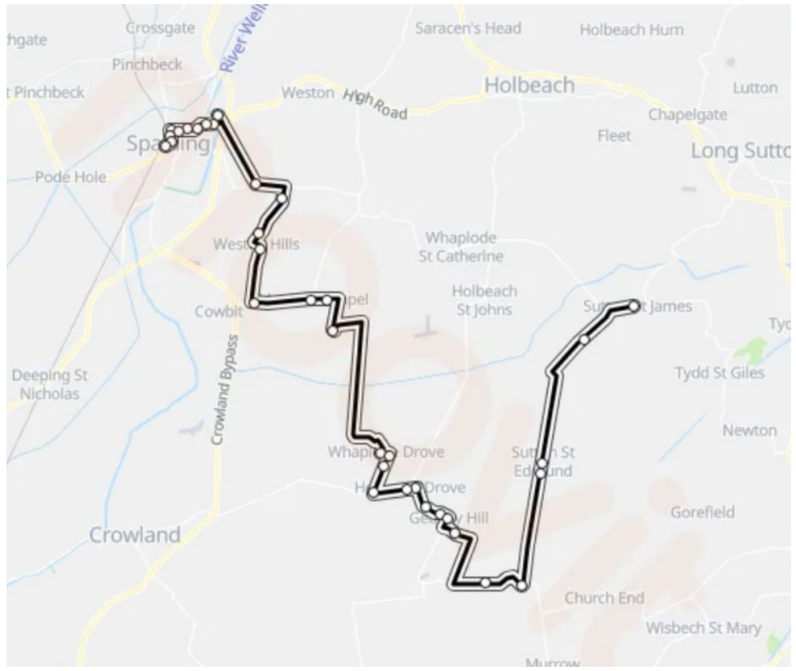
4.5 Connectivity and Practical Summary

The bus provision available from Weston Hills provides onward connectivity to Spalding, where interchange with the wider bus network and rail services is available, as set out in Section 5. CallConnect provides the more flexible and consistent option of the two services, operating six days a week subject to advance booking, while bus route 43 offers a single fixed daily return working on four days of the week and is of limited practical use for regular travel.

Overall, whilst the site's location outside the settlement boundary means that private car use is likely to remain the primary mode of travel for many journeys, the proximity of the nearest bus stop together with the availability of a bookable, flexible CallConnect service, provides a realistic public transport option for a proportion of trips at defined times.



CallConnect Spalding Catchment Area



Fowlers Travel 43 Bus Route

Sutton St James — Spalding Bus Station

5.0 Rail Transit Accessibility

5.1 Overview

There is no rail station within Weston Hills itself. However, the nearest station is Spalding, approximately 4km to the west, reachable by car, taxi, CallConnect, or in principle by bicycle. Spalding station is served by East Midlands Railway, providing connections along the Joint Line to Peterborough and, in the other direction, towards Sleaford, Lincoln and Doncaster.

5.2 Spalding Railway Station

Spalding station is served by East Midlands Railway on the Doncaster–Lincoln–Peterborough line, providing an hourly service in each direction across most of the day. Northbound services run towards Sleaford, Lincoln and Doncaster. Southbound services run to Peterborough, which functions as a major interchange on the East Coast Main Line and provides onward connections well beyond London.

From Peterborough, LNER operates frequent services to London King's Cross and north towards Leeds, York, Newcastle and Edinburgh. CrossCountry provides westbound connections to Cambridge and Birmingham New Street, while Greater Anglia serves Cambridge and Norwich. This range of onward connections means that Peterborough, reached directly from Spalding, opens up a substantial part of the national rail network.



Site Location in Relation to Nearest Train Station

Site Location
Train Stations

5.3 Illustrative Journeys

To illustrate the practical accessibility of rail travel from the site, representative journeys are set out below:

Weston Hills to London Kings Cross

To travel to London Kings Cross, a future resident would begin their journey with a 7 minute walk from the site to the bus stop opposite Weston Hills Village Hall, followed by a 12 minute journey on the CallConnect bus to Spalding railway station. From there, the 08:00 departure from Spalding, arriving at Peterborough at 08:19, connects with the 08:28 LNER direct service to London King's Cross, arriving at 09:19. The full journey from site to London takes 1 hour and 45 minutes.

A return journey is equally practical: the 18:00 departure from London King's Cross arrives at Peterborough at 18:46, connecting with the 18:57 service to Spalding, arriving at 19:16, before the return CallConnect and walk back to the site.

This demonstrates that a full day in London, allowing over eight hours between arrival and the return departure, is a realistic option for future residents.

Weston Hills to Edinburgh

For a journey to Edinburgh, the same 08:00 departure from Spalding, arriving at Peterborough at 08:19, connects with the 08:52 LNER direct service to Edinburgh Waverley, arriving at 12:30, a total journey time of 4 hours and 40 minutes.

Weston Hills to Lincoln

To travel to Lincoln, the journey would start the same way with a short walk to the bus stop and a CallConnect bus to Spalding railway station. From there, catching the 07:54 departure from Spalding, arriving at Lincoln at 08:48, gives a door-to-door journey of approximately 1 hour 5 minutes.

Together, these examples demonstrate that the site's rural setting does not prevent alternative modes of transport to the private vehicle. A future resident is able to reach not only London, but also Edinburgh and the wider East Coast Main Line network, from a single change at Peterborough.

6.0 Connectivity Score

6.1 Overview

In January 2026, the Department of Transport, with Active Travel England and the Ministry of Housing, Communities and Local Government, launched the Connectivity tool: a national measure of transport connectivity for any 100 x 100m location in England and Wales. The tool combines transport and land-use data to generate a "connectivity score" reflecting the location's ability to reach key services by walking, cycling, driving and public transport.

6.2 National Score

Using the Connectivity Tool with the filters set to the overall (except driving) mode of transport and overall destination type, the application site records a national connectivity score of 22 *(figure 1)*. This is expressed as a percentage of the most connected location in England and Wales, and reflects the site's rural, out of settlement location relative to the country as a whole. Taken in isolation, this places the site in the 10th percentile nationally, according to the Department's own Connectivity Matrix. (Appendix A)

However, the Department for Transport's guidance is explicitly that a connectivity score should not be relied upon in isolation against the national distribution as a whole, and that "users should focus on where a score sits in the relevant distribution, rather than on the connectivity score in isolation." The Connectivity Matrix therefore provides comparisons against similar types of place, using urban and rural classifications. When compared specifically against "rural hamlets and isolated dwellings", a score of 22 places the site in the 50th percentile, or the median for this type of settlement nationally. This confirms that the site's connectivity is typical for a location of its kind.

6.3 Local Authority Band

The Connectivity Tool also provides local authority banding, ranking all locations within a given local authority into 10 bands, from A (highest scoring) to J (lowest scoring), reflecting relative connectivity within that specific local authority area rather than against the national picture.

Within South Holland, the application site falls within Local Authority band C overall *(figure 2)*, the third highest of the bands. When filtered to cycling, walking and driving the local authority band is B *(figure 3)*. This indicates that, in the context of South Holland, the site is among the better connected locations in a predominantly rural district.

6.4 Limitations of the Connectivity Tool

The Department for Transport's guidance identifies certain limitations relevant to this site. The Tool does not measure fares or service reliability, and as such does not capture the accessible, well-used and demand responsive CallConnect service set out in Section 4 of this report, which supports the site's accessibility beyond what the score alone conveys.

6.5 Summary

Take as a whole, the Connectivity Tool provides a further, government produced evidence source supporting the site's accessibility. While the site's score of 22 might appear low when viewed against the national distribution as a whole, the Department's own guidance confirms that this figure is typical for its settlement type and that the site is ranked favorably within its own local authority, at band C. This reinforces the details of walking, cycling, bus and rail accessibility set out in this report.

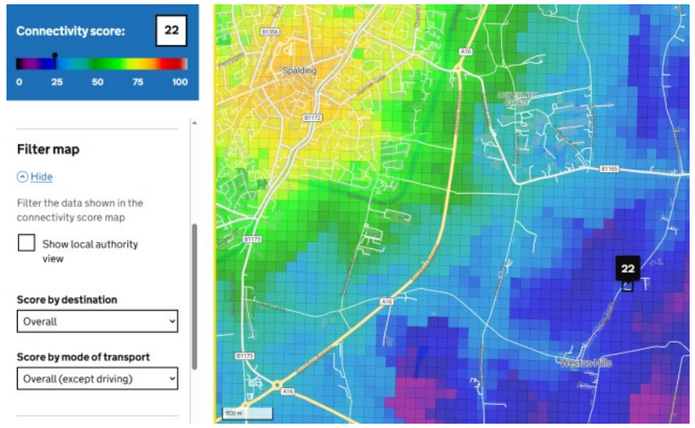


Figure 1 - Overall Connectivity score (Nationally)

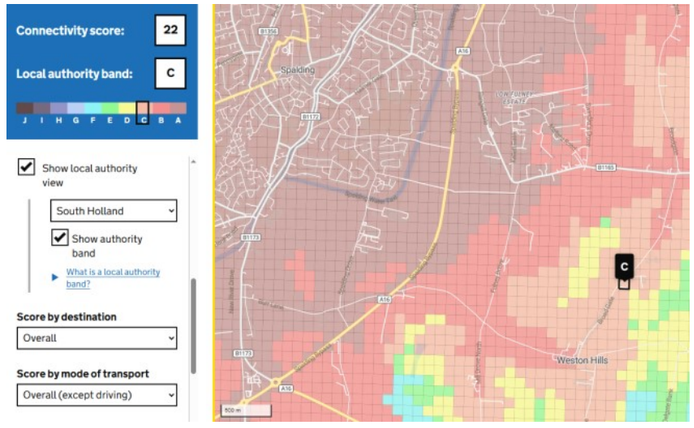


Figure 2 - Overall Local Authority Band Score

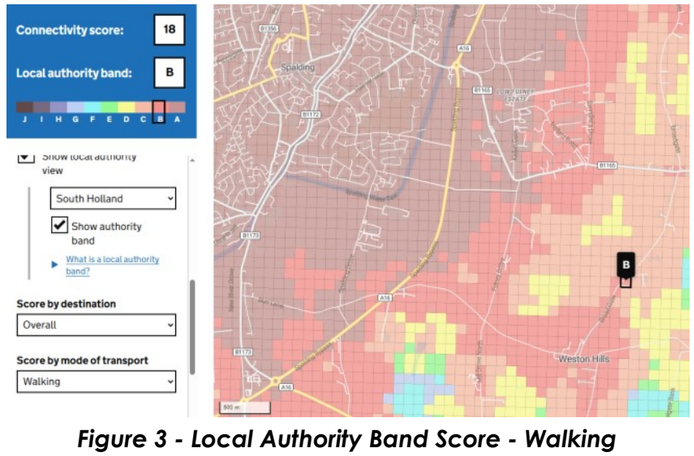


Figure 3 - Local Authority Band Score - Walking

7.0 Conclusions

This Services and Accessibility Report has assessed the accessibility of local services and public transport for the site at Broadgate, Weston Hills, acknowledging its location outside the settlement boundary and the resulting characteristics of a dispersed, linear fenland village.

The assessment demonstrates that, whilst Weston Hills has a limited range of local services, it retains a genuine level of local provision, including a primary school and a village hall (which also hosts a part-time Post Office) all within close proximity of the site. Beyond the village, Spalding, approximately 4km away, provides a comprehensive range of higher-order services.

Walking and cycling provide realistic means of accessing the village's core facilities and its nearest bus stop, approximately 0.45km from the site, for a proportion of trips. In terms of public transport, the site is served by both the CallConnect demand-responsive service, offering flexible, bookable travel Monday to Saturday, and a limited fixed-route service (Fowlers Travel route 43), which, whilst limited to a single return running on four days of the week, provides a further option.

Rail travel from Spalding station provides a particularly strong basis for the site's accessibility credentials. As demonstrated in Section 5, a future resident is able to reach not only London, but also Edinburgh and the wider East Coast Main Line network, from a single change at Peterborough.

This evidence is further supported by the Department for Transport's Connectivity Tool, as set out in Section 6. Whilst the site's raw national connectivity score of 22 might appear low when viewed against the national distribution as a whole, the Department's own guidance confirms that this figure sits at the median for its settlement type when compared against other rural hamlets and isolated dwellings, and the site ranks favourably within South Holland itself, at Local Authority Band C of ten. This government-produced evidence corroborates, rather than contradicts, the detailed accessibility case set out elsewhere in this report.

This pattern of provision is expressly recognised and accommodated within adopted development plan policy. The South East Lincolnshire Local Plan (2011–36) records, in the context to its transport policies, that across the rural areas of the plan area the demand-responsive CallConnect service provides pre-bookable, flexible feeder services to local centres and onward connections to the larger urban centres. Policy 33 (Delivering a More Sustainable Transport Network) commits the Local Planning Authorities to working with partners to make the best use of existing transport infrastructure and services, of which this demand-responsive provision forms part.

This approach accords with national policy. The National Planning Policy Framework (August 2026) confirms at Policy TR1 that sustainable transport should be considered through a vision-led approach, integral to creating well designed, sustainable, inclusive and popular places, rather than a uniform standard applied irrespective of context. Policy TR3(1)(e) further confirms that in rural areas, opportunities to improve walking, wheeling, cycling and public transport, and to enhance the connectivity of an area, should be taken where they exist and can be supported by the development proposed.

Overall, the evidence demonstrates that the site is not isolated from local services or the public transport network. Whilst the rural, dispersed character of Weston Hills means that the private car is likely to remain the primary mode of transport for many journeys, the combination of walkable local facilities, a bookable demand-responsive bus service, a strong level of rail connectivity, and a favourable government produced connectivity assessment, together provide a credible and policy-compliant level of accessibility for future residents.

Appendix A

See below for the By Destination table (A), the By Mode of Transport table (B) and the Connectivity Matrix.

Table A: By destination

	Overall	Education	Leisure	Health	Shopping	Residential	Workplaces
10th percentile	38.9	34.1	37.8	25.9	38.1	45.6	36.9
20th percentile	52.1	47.0	48.7	43.1	56.5	55.2	45.9
30th percentile	58.6	55.1	54.9	51.1	64.9	60.5	51.0
40th percentile	63.1	60.6	59.6	56.9	70.6	64.3	54.7
Median	66.8	65.0	63.6	61.7	75.2	67.3	58.0
60th percentile	70.2	68.9	67.5	66.1	79.3	70.2	61.1
70th percentile	73.7	72.8	71.7	70.3	83.4	73.5	64.4
80th percentile	77.8	77.1	76.8	74.9	87.4	77.4	69.1
90th percentile	83.2	82.7	83.3	80.6	91.6	84.6	78.8

Table B: By mode of transport

	Overall	Walking	Cycling	Public transport	Driving
10th percentile	38.9	33.7	48.4	40.7	74.6
20th percentile	52.1	48.0	58.1	53.5	79.8
30th percentile	58.6	55.5	63.1	59.7	82.6
40th percentile	63.1	60.7	66.7	64.2	84.5
Median	66.8	64.8	69.7	67.8	86.2
60th percentile	70.2	68.5	72.5	71.2	87.6
70th percentile	73.7	72.1	75.5	74.7	89.0
80th percentile	77.8	76.3	78.7	79.0	90.6
90th percentile	83.2	81.6	83.6	85.3	92.5

Connectivity Matrix

Score by destination

Overall

Score by mode of transport

Overall (except driving)

	Urban major conurbation	Urban minor conurbation	Urban city and town	Rural town and fringe	Rural village	Rural hamlets and isolated dwellings
10th percentile	64.1	58.5	52.7	35.1	14.9	7
20th percentile	68.5	62.1	57.3	39.8	19.5	11.3
30th percentile	71.8	64.9	60.6	43.2	22.9	15.1
40th percentile	74.5	67.3	63.3	46	25.8	18.7
Median	77.2	69.5	65.7	48.4	28.5	22.4
60th percentile	79.9	71.7	68	50.8	31.1	26.7
70th percentile	82.7	74	70.5	53.1	34.1	31.5
80th percentile	86.2	76.8	73.3	56	37.8	37
90th percentile	90.5	80.2	77.2	59.8	42.6	44.9

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