15th December 2025

Daniel Allen
Principal Planning Officer
South Holland District Council
Priory Rd,
Spalding,
PE11 2XE

Dear Daniel,

SUBMISSION OF LINCOLNSHIRE COUNTY COUNCIL RESPONSE TO FINANCIAL CONTRIBUTION REQUEST - H02-0759-25- RESIDENTIAL DEVELOPMENT FOR THE ERECTION OF 80 DWELLINGS, LANDSCAPING, OPEN SPACE AND ASSOCIATED INFRASTRUCTURE | LAND EAST OF NORMANTON ROAD, CROWLAND

This letter has been prepared in response to the recent Lincolnshire County Council ("LCC") comments received on the aforementioned application. For reference, LCC have requested Section 106 contributions of £60,000 to maintain the current bus service Stagecoach 37, bus pass contributions of £22,000, and £5,000 to monitor the delivery of the Travel Plan objectives. In total, the requests from LCC equate to £87,000. To note, since the application was validated in August 2025, this is the first request received from LCC in relation to financial contributions, despite a previous round of consultation.

In regard to the Travel Plan and bus pass contributions, it is our opinion that these are best secured by way of a planning condition, rather than through financial contributions. Allison Homes recently had a scheme in South Kesteven (ref S23/2175) whereby LCC requested the same bus pass contribution and this was included in the recommendation to committee. Post-committee discussions highlighted the level of monitoring and administrative work LCC would have to undertake, resulting in LCC removing the contribution request, with the proposals having to go back to committee some months later for re-approval, with the bus passes secured by way of a planning condition.

The benefits provided to new residents and level of mitigation offered is the same, with a planning condition pushing the administrative burden onto Allison Homes rather than Lincolnshire County Council. The Travel Plan condition would allow for Travel Packs to be provided to each occupant, with details on how to claim their free bus voucher from Allison Homes encouraging sustainable travel. The details of this are included in the Travel Plan submitted as part of the application, and any future Travel Plan will be provided in line with the broad details indicated in this document. Allison Homes therefore request that the bus pass contribution and monitoring fee is excluded from the Section 106 and compliance with the approved Travel Plan secured by way of planning condition.

LCC have also requested £60,000 to maintain the current bus service of Stagecoach 37, linking Peterborough with Spalding. The service stops on Postland Road within 400m of the site and operates hourly Monday-Saturday, allowing residents access to sustainable transport to get both to and from Peterborough and Spalding from 6am-7pm.

As detailed in the Transport Assessment, the modal split of the site towards public transport users is 3.4% and will generate an additional 17 trips by public transport across a typical day. As indicated in paragraph 8.4 of the Transport Assessment, it has been assessed that the existing infrastructure has the capacity to accommodate this increase in demand in road, bicycle and public transport users. Given the number of bus services currently running per day, the additional 17 trips would be considered a negligible impact. It is also important to note that users will pay for this service, with the monies contributing to the operating and viability of that service.

Allison Homes recognise Policy 33, and specifically the final paragraph in which "all development should contribute to the delivery of necessary transport infrastructure through developer contributions", with paragraph 8.2.9 stating that "subsidies to support an initial extension to services or to help provide for community-based transport elsewhere may be sought through developer contributions".

Crowland does not have a transport strategy, with the nearest transport strategy in Spalding. As highlighted in the Spalding Transport Strategy, which also forms part of Policy 35 of the SELLP, the desired strategy outcomes in relation to bus services are to increase the proportion of population within 400m of a bus stop which provides a minimum frequency of one bus service per hour. As the current service in Crowland is in line with the Spalding transport strategy, the £60,000 to maintain the current bus service is not fairly and reasonably related in scale and kind to the development and are not directly related to the development given that the service is already funded and in place and the frequency is suitable. It is important to note that there are several other ways to fund bus routes, including government funding, which as of the 5th December, Greater Lincolnshire Combined Authority will now receive £11,214,192 per year until 2029. The request to maintain the bus services has not been requested from any other development within Crowland, suggesting that the bus service is sustainable and does not require subsidies.

We believe that the bus pass contributions are better delivered by the developer, with this being agreed on other sites within Lincolnshire County Council and recommend that this is dealt with by way of a planning condition rather than financial contribution. We also believe that the £60,000 to maintain the current bus service does not comply with the CIL tests a, so is therefore requested that this is not included in the Section 106. To justify the inclusion of any level of contribution to maintain the bus service, Allison Homes request that a Crowland Transport Plan is provided to evidence that a more frequent service of more than one bus per hour is required.

Yours Faithfully

[redacted]

George Wilkinson MRTPI
Senior Planner
Allison Homes Central