

**From:** [Roger & Diana Smith](#)  
**To:** [\\_planningadvice](#)  
**Subject:** H14-1218-21 Yews Farm, Spalding Road, Pinchbeck OBJECTIONS  
**Date:** 19 December 2021 16:29:28  
**Attachments:** [21.12.19 H14-1218-21 objection.docx](#)

---

**This message originated from outside your organization**

---

I shall attach to this email the detailed objections to this application from Pedals, Spalding's Cycle Action Group.

Please forward this document to the case officer for consideration as part of the assessment of the application and send me an email to confirm that it has been received and will be considered.

Many thanks

Roger Smith  
(on behalf of Pedals - Spalding's Cycle Action Group)

Roger Smith  
18 Cley Hall Drive  
SPALDING  
PE11 2EB  
01775 761019



# **PEDALS 2021 - Spalding's Cycle Action Group**

**President: David Hill**

**Chairman: David Jones, 19 Ladywood Rd, Spalding, PE11 2DA 01775 766145  
davidjones2da@hotmail.com**

## **OBJECTIONS to application H14-1218-21 : proposed residential development at Yews Farm, Spalding Road, Pinchbeck**

### Objection 1: The application fails to demonstrate how cycling will be provided for in the layout of the development

Department for Transport Local Transport Note 1/20 "Cycle Infrastructure Design" (July 2020) gives detailed guidance about providing for cycling. The plans and documents associated with this application give no indication whatsoever that this guidance has been taken into account in the layout of the full application and its junction with the new roundabout.

At the very least, the main routes through the estate shown in the full application, (i.e. the road leading to the western boundary which will also be the access to the land subject of the outline application, and the road leading to the northern boundary which will give access to further development land) should have dedicated provisions for cycling. These two roads will eventually serve a large number of homes, and the T junction where the two roads will meet should be redesigned to include safe provision for cycling.

Footpaths not alongside roads, for example those leading from the ends of culs-de-sac, should be dedicated for use by pedestrians and cyclists and should be of suitable width and construction for that purpose.

### Objection 2: The application fails to comply with the policies in the South East Lincolnshire Local Plan relating to cycling routes, and fails to comply with the Government's policies to enable more "Active Travel".

The relevant policies of the Local Plan are

- i) Policy 3: Design of New Development: ".....Development proposals will demonstrate how the following issues, where they are relevant to the proposal, will be secured: ..... 4. accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways;" (*our underlining*)
- ii) Policy 15: Vernatts Sustainable Urban Extension: ".....Development proposals will be expected to .... vii. maximise opportunities for safe and convenient walking and cycling by giving careful consideration to the location of key uses within the Sustainable Urban Extension and by providing links to neighbouring areas;" (*our underlining*)



iii) Policy 33: Delivering a More Sustainable Transport Network: "...C3. ensuring that major new developments provide for walking and cycling routes and/or links to existing networks,..... "

Figure 7 of the Transport Assessment shows the likely range of cycling journeys from the site. This covers the built-up areas of Spalding and Pinchbeck and includes the secondary schools, the hospital, Spalding and Pinchbeck shopping centres, leisure and recreation facilities and a wide range of employment premises in a variety of locations. Paragraph 2.2.2 of the assessment draws attention only to the cycle path alongside Enterprise Way leading to that particular employment area and to the supermarket. The document ignores the inadequate cycling provision leading to other destinations. We consider that planning permission should not be granted for this development without a binding commitment by the applicant, in association with Lincolnshire County Council and South Holland District Council, to:

i) to create safer facilities for cyclists using the roundabout which is to be constructed at the junction of the SWRR and the B1356. Without this, there will be a significant "missing link" in the safe connectivity between the proposed residential area and the premises in the Enterprise Way area which is implied by the consultants in paragraph 2.2.2 of their Transport Assessment.

ii) to create safer cycling facilities alongside the B1356 to link the development with the cycle routes existing at the junction of Pinchbeck Road with West Elloe Avenue, which lead southwards and eastwards towards a variety of destinations. This is shown as a proposal on Inset Map 2 of the adopted Local Plan. This cycling connection, for the safety of cyclists and to encourage more cycling, will be needed more than ever because Spalding Road, Pinchbeck, and Pinchbeck Road, Spalding, will get even busier as a result of the journeys generated by the proposed development and the further development of the Vernatts Sustainable Urban Extension.

We would like to see continuous cycling provision along the whole length of the B1356 connecting Spalding and Pinchbeck. This outline application proposes to use Blue Gowt Lane as the cycling route from the proposed new homes towards Pinchbeck. If outline planning permission is to be granted, please impose conditions to ensure that cycle routes within the estate leading to Blue Gowt Lane are included in the detailed plans and constructed and available for use when the first homes are occupied.

iii) to improve the junction of Blue Gowt Lane with Market Way and Pennytoft Lane, which will get busier as a result of the proposed development, to achieve better visibility of cyclists, especially those heading south along Pennytoft Lane and into Blue Gowt Lane.

### Objection 3: The application fails to comply with the policy in the South East Lincolnshire Local Plan relating to cycle parking

Policy 36 of the Local Plan, sets out clearly in paragraph 2c the requirements for cycle parking for major residential developments. However, question 10 of the application form and the details shown on the submitted plans make no reference to cycle parking. (In



contrast, the application submits information designed to comply with the Local Plan's car-parking policy.) Cycle parking facilities should be considered with all the design details of the development, not as an "add-on" after the design and location of the dwellings have been approved. We therefore ask:

i) that if planning permission is to be granted for the full application, this should not be done until the plans have been amended to include details of cycle parking for each dwelling in accordance with Policy 36 to the Council's satisfaction,

ii) that if outline planning permission is to be granted, this should include a condition requiring the details of cycle parking to be submitted simultaneously with all the other details of the dwellings and layout.

iii) that if outline planning permission is to be granted, this should include a condition requiring the details of the design and location of cycle parking facilities to be submitted as part of the plans of the detailed design of the public open spaces.

### Conclusions

This application does not comply with the expectations of the Local Authorities and the Government regarding Active Travel, and cycling in particular. The proposed development should set a high standard as a precedent for future stages of the development of the Vernatts Sustainable Urban Extension, but it fails to do so.

We hope and expect that Lincolnshire County Council will comment on this application from the "Active Travel" point of view. Please make sure that the relevant officers of the County Council are aware of our comments.

This application should be refused because it fails to follow the guidance in DfT Local Transport Note 1/20, and it fails to comply satisfactorily with Policies 3, 15, 33, and 36 of the Local Plan, as explained above.

.

*Roger Smith  
(on behalf of Pedals - Spalding's Cycle Action Group)*

*19th December 2021*