
From: Jackson, Paul
Sent: 12 May 2026 13:32
To: _planningadvice
Cc: Niland, Mark
Subject: RE: Consultation - H16-0278-26: Land off Meadow Way
Attachments: H16-0278-26.docx

Hello,

Please find attached my formal response on the above referenced planning application.

Kind regards.

Paul

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From: planningadvice@sholland.gov.uk <planningadvice@sholland.gov.uk>
Sent: 23 April 2026 12:49
To: Jackson, Paul <pauljackson@sholland.gov.uk>
Subject: Consultation - H16-0278-26: Land off Meadow Way

PLANNING CONSULTATION

Reference Number: H16-0278-26

Type: FULL

Proposal: Demolish existing factory/warehouse to facilitate proposed residential development consisting of 230 dwellings including associated infrastructure and public open spaces.

Location: Land off Meadow Way Spalding

Applicant: Broadgate Homes Ltd.

The Council have received the above application and would be pleased to receive any observations you may wish to make. You can make comments by clicking on the link below and using the **Enter Comment** button to leave your observations.

[Click here to view the application](#)

The deadline for submission of comments is **15th May 2026** and please be aware that representations submitted in relation to planning applications will be available for public inspection.

If you need any assistance please contact **Mark Niland** who is dealing with this application.

Note:

In the event of an appeal against a refusal of planning permission, which is to be dealt with on the basis of the written representation procedure, any representations made during this application will be sent to the Secretary of State and there may not be any further opportunity for you to comment at appeal stage.

PLANNING CONSULTATION

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Formal comments

This application relates to a site identified as part of a wider housing commitment in the adopted South East Lincolnshire Local Plan 2011-36 (SELLP). The application site itself is located in the sub-regional centre of Spalding and extends to circa 7.82 hectares. The site is accessed via Meadow Way and Hawthorn Bank and is located in close proximity to both the existing town centre, with its associated amenities, and existing phases of built-out residential development at Holland Park. It is well integrated into its surroundings and readily accessible by foot and both public and private modes of transport, this including cycling and bus provision. Further, the site is well served by existing community facilities and has easy access to the town centre.

The application site presently comprises a grass field together with an operational factory. The existing factory has long been operational but does not occupy statutorily protected employment land. Indeed, it could be argued that the existing factory is no longer compatible with existing and planned neighbouring residential development. The existing Local Plan recognises the site as committed for housing in any event.

In simple terms, the proposed use of the site for housing and open space is entirely appropriate in policy terms. The layout of the proposed 230 new housing units appears well considered but I will leave matters of detail to others. I will, therefore, largely confine my comments to matters relating to housing and infrastructure, this including the provision of transport infrastructure.

Policy 33 to the SELLP makes it clear that the LPA will work with partners to make the best use of, and seek improvements to, existing transport infrastructure within the Local Plan area. For the road-based network, and in the context of the sub-regional centre of Spalding, this relates to the priority provision of enabling the delivery of the Northern and Southern sections of the Spalding Western Relief Road (SWRR), associated junctions and crossing points. It is of particular note that, since the adoption of the SELLP, detailed planning permissions have been granted for both the Northern and Southern sections of the SWRR. The Northern section, Section 5, has been built and housing is now being delivered on The Vernatts SUE. The planning permission for the Southern section, Section 1, remains extant.

Whilst Policy 15 to the SELLP specifically covers the delivery of the Northern Section to the SWRR, Policy 35 provides the mechanism for delivering the wider Spalding Transport Strategy. In the context of the site the subject of this application, Policy 35 clarifies that all

housing sites within Spalding that have a potentially detrimental impact on traffic management within the town centre and wider area will be required to provide financial contributions towards the funding of the SWRR. The two earlier phases of development on Holland Park made provision for the direct payment of significant financial contributions towards the delivery of Section 1 to the SWRR. The application currently before the Council is for an immediately adjacent site already committed for housing. Policy 35 clarifies the necessity of the provision of a financial contribution towards the delivery of the SWRR.

In addition, Policy 35 highlights the importance of the SWRR to not only Spalding but also the wider District. It clarifies that the SWRR will ultimately link the B1172 (Spalding Common) in the south-west of town to the B1356 (Spalding Road) in the north. The delivery of the SWRR is afforded the highest priority in the context of Local Plan policies directly germane to Spalding. Indeed, the delivery of the SWRR is key to the growth and development of Spalding and intrinsically linked to its continued functioning as a sub-regional centre.

Whilst financial contributions from housing sites towards the delivery of the SWRR are embedded in the policies contained in the statutory Local Plan, the cost of the necessary financial contributions is determined by the County Council in its role as highways authority. In this context, the views of Lincolnshire County Council as highways authority are considered to be particularly pertinent in the context of the financial contribution this housing scheme needs to make towards repaying the significant front-funding costs associated with the delivery of the SWRR.

The SWRR Delivery Strategy adopted by the County Council sets out the front-funding approach to delivering the wider SWRR and the methodology for securing the level of developer contributions required for each section. In the context of both Section 5 and previously developed sites associated with Section 1, some £8,028 per dwelling was required to be paid towards the wider delivery of the SWRR. My expectation is that at least a similar contribution will need to be made in relation to the current application. However, in the absence of a formal response from the County Council I cannot presently provide clarity. The County Council's formal response needs to be received and considered prior to this application being determined. My view is that the application proposals must, as a bare minimum, meet with the expected financial contribution towards the delivery of the SWRR. In the absence of the provision of such a contribution I would support the refusal of this application.

In the context of all of the above I note the application is supported with a Planning Statement prepared by Ceres Property. I have considered this statement in detail and have no real difficulties with its over-arching conclusions. This statement accepts that, in the context of the planning balance, the proposed scheme has significant merit on the grounds that it seeks to provide an associated financial contribution towards local infrastructure, including both the SWRR and off-site habitats. I would agree that the provision of necessary financial contributions towards the delivery of the SWRR, in the form of a sum per dwelling to be agreed in advance with the County Council as highways authority, weighs heavily in favour of the proposals. On this basis, the proposals have my full support as adopting any other financial scenario towards developer contributions would significantly undermine the

Council's wider growth strategy and put at clear risk the future delivery of further sections of the SWRR.

I would be pleased if you would keep me informed of developments regarding the progress of this application, including the receipt of the formal views of the both the County Council as highways authority and the District Council's valuation expert as necessary. However, so long as the proposed scheme meets with the policy requirements of the SELLP, by providing the necessary financial contributions towards the delivery of Section 1 to the SWRR, there will be no need to reconsult me further.

Paul Jackson

Executive Programme Manager – Housing and Infrastructure Delivery