
From: Simon Liquorish <Simon.Liquorish@broadgate-homes.com>
Sent: 26 June 2026 16:31
To: Niland, Mark
Cc: Dean.Whitehead@lincolnshire.gov.uk; _planningadvice
Subject: H16-0278-26 LCC comments
Attachments: 19690 Response to LHA_June 2026.pdf

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Hi Mark,
Please see our formal response to Dean's queries regarding off-site provisions.

With regard to the on-site requests, we shall forward an amended plan incorporating much of what Dean is asking in w/c 6th July.

Thank you

Simon Liquorish

Planning & Technical Manager

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From: Niland, Mark <Mark.Niland@sholland.gov.uk>
Sent: 23 June 2026 06:29
To: Simon Liquorish <Simon.Liquorish@broadgate-homes.com>
Cc: _planningadvice <planningadvice@sholland.gov.uk>
Subject: South Holland DC Planning

Hi Simon,

H16-0278-26 - Land off Meadow Way

Please find attached Highways response. There are elements of the scheme they would like addressing.

Kind Regards

Mark

Mark Niland / Planning Officer / South Holland District Council

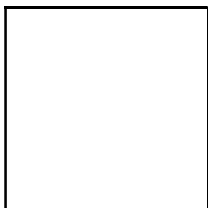
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PROJECT TITLE: Land off Meadow Way, Spalding
REPORT REFERENCE: 19690/HAR
DATE: June 2026
PREPARED BY: SP
PREPARED FOR: Broadgate Homes

To: Dean Whitehead
Senior Development Management Officer
Lincolnshire County Council

Land off Meadow Way, Spalding

Application Ref: H16-0278-26

1. This Technical Note has been prepared on behalf of Broadgate Homes to address comments from Lincolnshire County Council (LCC) within the Highways Response dated 11 June 2026, regarding off-site cycling infrastructure on Hawthorn Bank.

Introduction

2. The Highway Authority has requested that the applicant explore opportunities for making changes along Hawthorn Bank between the site access and St John's School and changes along Hoekman Way/The Parkway/Rembrandt Way to the pedestrian/cycle link.

Hawthorn Bank

3. Based on the highway boundary plan for Hawthorn Bank, there is insufficient highway boundary width, between the northern site frontage on Hawthorn Bank and The Parkway to provide a minimum width of 11.0m, required for 6.0m road, 3.0m shared footway/cycleway and 2.0m footway.
4. Between The Parkway and the pedestrian/cycle link on Hawthorn Bank, the highway boundary plan indicates that there is sufficient width to accommodate a shared footway/cycleway. However, this would comprise only a short section of approximately 80 m and would not provide a continuous route between the proposed development and St John's School. As such, it would offer limited benefit to cyclists and would not improve connectivity along Hawthorn Bank.
5. This conclusion is consistent with the guidance contained within LTN 1/20, which emphasises the importance of coherent and continuous cycle routes. In particular, LTN 1/20 states that "isolated stretches of provision, even if good, are of little value" and that "*Schemes must be consistent. A scheme is only as good as its weakest point. Strenuous efforts should be made to avoid inconsistent provision, such as a track going from the road to the pavement and then back on to the road, or a track which suddenly vanishes.*".

Alternative route via Hoekman Way, The Parkway and Rembrandt Way

6. The site is proposing a 3.0m shared footway/cycle connection to Hoekman Way. Therefore, an alternative route exists to connect to St John's School via Hoekman Way, The Parkway and Rembrandt Way. The route is currently on-carriageway.
7. Hoekman Way is a cul-de-sac approximately 160m in length, serving only residential properties with no through traffic. In such environments, vehicle speeds and flows are typically low and conditions are generally consistent with shared use of the carriageway. In this context, and in accordance with the guidance within LTN 1/20, it is considered that Hoekman Way provides an appropriate environment for on-carriageway cycling without the need for segregated facilities.
8. Cyclists would then continue on-carriageway on The Parkway for approximately 80m before turning into Rembrandt Way. Given the short length of this section and its location between on-carriageway routes on Hoekman Way and Rembrandt Way, providing segregated facilities on this link would not deliver meaningful network benefit and would introduce unnecessary transitions between different provisions.
9. On Rembrandt Way, cyclists are on-carriageway for a short distance of approximately 50m before turning into the pedestrian/cyclist link. The highway boundary plan for Rembrandt Way indicates a width of approximately 9.0 m, which is sufficient to accommodate the existing carriageway and 2x 2.0m footways. Therefore, it is not feasible to accommodate any other provision beyond what is existing.
10. In summary, a continuous on-carriageway route on Hoekman Way, The Parkway and Rembrandt Way represents the most coherent and legible cycling route to St John's School.

Summary and Conclusion

11. This Technical Note has reviewed the feasibility of providing off-site cycling infrastructure along Hawthorn Bank and the alternative route via Hoekman Way, The Parkway and Rembrandt Way in response to comments from the LHA.
12. It is demonstrated that the provision of a continuous shared footway/cycleway along Hawthorn Bank between the site access and St John's School is not feasible due to existing highway boundary constraints. While an isolated section of shared provision could be accommodated south of The Parkway, this would not provide a coherent or continuous route and would therefore offer limited benefit in accordance with the principles of LTN 1/20.
13. The existing provision on the alternative route via Hoekman Way, The Parkway and Rembrandt Way has been reviewed. Given the short distances involved on The Parkway and Rembrandt Way and the constrained highway boundary on Rembrandt Way, it was determined that an on-carriageway arrangement provides the most coherent and legible cycling route, avoiding unnecessary transitions between infrastructure types.
14. Overall, the existing route prioritises directness, legibility and continuity, in accordance with LTN 1/20 design principles for local cycle networks where segregated provision is not practicable or necessary.