

Development Management
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To: South Holland District Council

Application Ref: H16-0278-26

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**

With reference to the above application received 23 April 2026.

Notice is hereby given that Lincolnshire County Council's formal recommendation is as follows:

Deferral: LCC is not currently in a position to support the application and requests further assessment, supporting evidence, revisions and/or dialogue, as set out in the response.

ADDITIONAL INFORMATION REQUIRED

The proposed layout does have some merit at this stage to achieve streets for life and will require some amendment particularly to achieve and accommodate the required site permeability in line with the National Planning Policy Framework where new developments must prioritise pedestrian and cycle movements. As such, opportunities to maximise accessibility for active travel modes should be further considered at this stage and have regard to the following changes: -

- The proposed cycle/pedestrian route falls short of the existing route and connectivity cannot be made. The existing route on the southern side of Meadow Way ends at the junction of the estate road and the proposed route commences on the northern side some distance short on connection. We suggest that the new route either commences further back in front of plot 218, if this is a suitable and safe crossing point or, extends on the southern side in front of the attenuation basin up to the link footpath and then crosses the carriageway making connection in front of plot 204, again if this is a safe and suitable crossing point.
- The proposed pedestrian link from the northern side of the development between plots 118/119 and 123-128 connecting on to Hoekman Way needs to be a pedestrian/cycle route of 3.0 metres wide.
- There needs to be an adopted pedestrian link from the end of the turning head near plot 189 making connection with the shared surface road. Additionally, please provide details of

how vehicular access will be restricted to ensure there is no vehicular connection, as this would change the trip generation from Hawthorn Bank.

- Off-site cycling infrastructure to a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, should be coherent, direct, safe, comfortable and attractive in line with the five core design principles and geometric requirements in L T N 1/20. Therefore, the applicant needs to 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, which will make cycling to and from the school a safer, more convenient travel choice. The aim of this is to reduce the impact of the proposed development on congestion near the school caused by motor vehicles.

We should also make the applicant aware at this stage that the Travel Plan has considered Active Travel England's LTN 1/20 guidance and Lincolnshire County Councils Travel Plan guidance to good effect. Targets outlined for modal shifts meet the minimum requirements, however, are not based on the latest data available (2021). The site plan has been scrutinised to explore further opportunities for supporting walking, wheeling, and cycling journeys as to support a modal shift away from motor vehicles. Requests have also been made to support maintain and develop relevant bus services within Spalding.

Existing Pedestrian Behaviour-Recommendation: Please use the 2021 census date rather than the 2011 census data.

Appointment of a Travel Plan Coordinator-Recommendation: Please ensure that the name and contact information for the TPC is shared with LCC Travel Plan Officers. It is the developer's responsibility to share any changes made regarding the appointed TPC.

Appointment of a Travel Plan Coordinator- Issuing a Travel survey within one year may result in missing an opportunity for a change in habits/behaviour. By the time the survey has been completed, most residents will have settled into a routine that will be hard to change.

Measures-Most measures detailed within this section are informational rather than transformational. While useful, these alone will rarely generate significant modal shift/behaviour change or help towards the objectives set out in the travel plan. Recommendation: Include stronger intervention such as credits/vouchers to sustainable modes of transport (i.e. e-bikes, bus vouchers, etc), cycle hire schemes, car clubs, etc.

Targets and Indicators-Recommendation: Use the 2021 census data for creating baselines and targets. As stated in the TP, a revised target should be used once data has been collected from the development. However, it is worth noting that this data should be collected from residents promptly after occupation.

Travel Survey-Recommendation: Whilst the physical and digital copies of the questionnaire will support with the completion of the survey, providing a small, guaranteed reward for completing the survey will help with response rates.

Review Report-Recommendation: The Review Report should also show what measures have been put into place with evidence to support this.

Budget/obligations-The costs of carrying out the monitoring and review process are the responsibility of the developer. To successfully monitor a Travel Plan Highways Authority requires a monitoring fee (secured through a Section 106 agreement) to be paid by the developer/occupier to cover officer time and overheads required to coordinate and complete the monitoring process over the lifetime of the Travel Plan. The current charge is £1,000 per annum over 5 years.

Active Travel Obligations-In order to encourage multi-modal shift away from the private car, a S106 contribution of £23,000 towards an active travel scheme is required. The requirement is set out in the approved Travel Plan for the development. The contribution will be used for one or more of:

cycle and walking routes through and around Spalding, secure cycle storage within town centre, signs and lines and cycle infrastructure. Payable on commencement of development.

Public Transport Obligations-In the interests of promoting sustainable travel and to reduce the dependency on car travel, we request a total contribution of £115,000 to maintain and develop the current bus service Spalding IT1 so that it can continue to serve close to the new development. This contribution is for [3] years at [£38,333] per annum. The contribution should be paid in [3] instalments upon commencement of development and annually thereafter.

Public Transport Obligations-In the interests of promoting sustainable travel and to reduce the dependency on car travel, we request that the developer provides [1] bus pass voucher to the first occupiers of each new dwelling, which the occupier may redeem for free bus services for a period of [1 month]. The maximum cost to the developer (based on the take up of the scheme and the current cost of the bus service) will be [£27,370] based on [£119] per voucher x [230] dwellings

Recommendation:

That the above comments are considered and a revised Travel Plan submitted for approval.

That S106 funding be requested to allow the LCC to maintain and develop bus services to support safer and better-connected sustainable travel journeys. S106 funding is also requested to support Active Travel scheme and initiatives within Spalding. A monitoring fee is also requested to monitor and ensure that the Travel Plan is monitored by the developer.

In addition to the above, we ask the applicant to provide a parking justification for plots 223-230 as the proposed number of parking spaces seems short of what is required within the Local Plan. We also ask if there is a requirement to provide a break in the carriageway between plots 002/003, this being a proposed private drive, where this could potentially become an edge lane/shared surface adopted road providing further connectivity. Further to previous phases on the eastern side of the development, there was a scheme providing footways with street lighting within the POS area. Can the applicant advise if this is still the case and will there be continuation through the POS for this proposed development.

Case Officer:

Dean Whitehead

Date: 11th June 2026