HIGHWAY AND LEAD LOCAL FLOOD AUTHORITY RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Holland District Council
Application number: H16-0278-26
Application Type: Full-Major
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
Response Date: 15 September 2026
Response by: Dean Whitehead

This report includes the Substantive response of the Local Highway and Lead Local Flood Authority to a planning consultation received under the Development Management Order and includes details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement.

General Information and Advice

Please note that although the Definitive Map and Statement proves the existence of any recorded rights of way, there may be further or higher rights that are not shown on this document that the County Council is not currently aware of. This would be especially relevant where the public has had informal access to the site or where there are references to routes across this in maps or other historic documents. As the County Council has received no application to recognise further rights of way affecting the site, no more informed guidance can be offered at this stage.

Highway and Lead Local Flood Authority Report

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Recommendation: Approve with conditions

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

No objection subject to:

(a) Planning Conditions and Informatives

(b) S106 requests and highway improvements outlined below:

£23,000 S106 contribution towards an active travel scheme to encourage multi-modal shift away from the private car for cycle and walking routes through and around Spalding, secure cycle storage within Town Centre and signs and lines and cycle infrastructure.

£115,000 S106 contribution towards the interests of promoting sustainable travel and to reduce the dependency on car travel to maintain and develop the current bus service Spalding IT1 so that it can continue to serve close to the new development.

£27,370 S106 contribution towards the interests of promoting sustainable travel and to reduce the dependency on car travel to provide 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.

£5k S106 Contribution toward future monitoring of the approve Travel Plan.

Off-site cycle improvements as shown on drawing number: 19690-MEAD-5-108 Rev A which is indicative only subject to detailed design and survey.

Introduction/Site Location

The proposal is for the development of a total of 230 dwellings with associated infrastructure. Vehicular access is proposed to be taken from three locations, a priority T-junction off Hawthorn Bank, an extension off Meadow Way and an extension off Steeple View.

Site Layout

The application site is located in the southwest of Spalding in the South Holland district of Lincolnshire. Spalding is located 22km southwest of Boston and 24km northeast of Peterborough. The existing site currently consists of open grassland with a warehouse located in the northwest quadrant. To the north, the site is abutted by existing residential properties;

to the east by Hawthorn Bank, the railway line and Hills Drain. To the south the site is abutted by recently constructed residential dwellings (by the same developer), and to the west by existing residential dwellings. By road Spalding is accessible from all directions. The A16 provides a connection to the north and south, the A151 provides a connection to the east and the A1175 provides a connection to the southwest. The closest Public Rights of Way (PRoW) to the site are Footpath Spal/16/1 and Spal/17/1 which run either side of the River Welland.

Both Hawthorn Bank and Meadow Way provide footways and street lighting on both sides of the road. Hawthorn Bank and Meadow Way are restricted to a 30mph (50kph) speed limit. Non-vehicular access for pedestrians and cyclists will be provided from all three site accesses and will tie into the existing pedestrian/cyclist infrastructure. A 3m shared footway/cycleway is proposed within the site connecting Meadow Way to Hawthorn Bank, linking to the existing shared footway/cycleway on Meadow Way and Shakespeare Way. This shared footway/cycleway benefits existing residents to the south and west of the site as it provides a more direct connection onto Hawthorn Bank and towards Spalding Town Centre, improving accessibility of local destinations via walking and cycling.

Highway safety

The Transport Assessment addresses the readily available recorded accident data to identify any accident patterns on the adjacent highway. It also considers whether the proposed development may result in a significant impact on the health and safety of road users on the immediate road network. Within the last 5 years, 4 incidents have occurred on Hawthorn Bank within 500m of the proposed site access. No incidents have occurred within vicinity of the proposed site accesses on Meadow Way or Steeple View between 2020-2024. The accident data presented indicates that the recorded incidents occurred intermittently throughout the 5-year period and were all classed as 'slight' in nature. Considering the information provided, it is not anticipated that the safety of the surrounding highway network will be put at significant or adverse risk as a result of the development proposals.

From an assessment of recorded road collisions that have taken place within the most recent 5-year period on the surrounding highway network, there does not appear to be any significant cause for concern with regards to the safety of existing and future road users as a result of the development proposals. The frequency and severity of road accidents reviewed is not considered to be unusual, and it is not considered that there is a specific accident-related problem that exists within the immediate surrounding area of Spalding.

Highway capacity

For the purposes of the trip distribution, 64 dwellings have been considered to be accessed from the site access road off Hawthorn Bank, however in actuality 8 of these dwellings are frontage plots on Hawthorn Bank and the remaining 166 dwellings will be accessed off Meadow Way. The vehicle trip generation calculated for the proposed 230 dwellings consists of a total of 115 two-way trips in the AM peak hour and 112 two-way trips in PM peak hour. Based on the trip distribution, 32 two-way trips in the AM peak hour and 31 two-way trips in the PM peak hour will be from Hawthorn Bank. Based on the results presented in the Transport Assessment, it can be concluded that the Hawthorn Bank site access junction provides sufficient capacity to accommodate the additional traffic expected as a result of the proposed development and will continue to have spare capacity for future growth into 2035 and beyond.

It is therefore not considered necessary to undertake any further assessment at this junction. An assessment of vehicle queue formation during barrier closures has been undertaken for existing and future scenarios using ATC data. The assessment demonstrates that queues formed during barrier closures are typically short in direction and dissipate within the same or subsequent closure cycle, with no material residual impact on operations of Hawthorn Bank. The conclusion from the level crossing assessment is that the proposed site access junction on Hawthorn Bank and associated development traffic will not have a material impact on the operation of Hawthorn Bank under either weekday and weekend conditions.

The Transport Assessment has addressed the potential transportation and highway issues raised by the development and concludes that the site lies in a sustainable location and that the impact of the development on the local highway network is not considered to be significant or adverse.

Travel Plan

Feedback to the Travel Plan has been produced by Lincolnshire County Council Sustainable Travel Officers with a view to address the walking, wheeling and, cycling aspects in response to the proposed development submitted for comment and ask the applicant to provide a response for the updated travel plan.

Existing Pedestrian Behaviour-Recommendation: Please us 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 transports (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 with 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.

Flood Risk and Drainage

The Flood Risk Assessment confirms that the site lies within Flood Zone 3, where residential development is classified as a 'more vulnerable' use and therefore requires careful consideration against national and local planning policy. However, the wider context of Spalding and Southeast Lincolnshire is such that the majority of the settlement lies within Flood Zone 3, meaning that it would be neither realistic nor sustainable to direct new housing solely to areas of lower flood risk. In this regard, the FRA draws upon detailed local evidence, including the Southeast Lincolnshire Strategic Flood Risk Assessment (SFRA), which provides refined hazard mapping specific to the area. This mapping confirms that, even in the worst-case modelled scenario to the year 2115, the site is not predicted to experience flooding. As a result, the principle of residential development at this location is considered

acceptable in flood risk terms, in accordance with Policy 4 of the SELLP and paragraphs 170–182 of the NPPF. In terms of surface water drainage, ground investigation works confirm that, while moderate infiltration rates exist within deeper sandy deposits, the presence of silty soils and shallow groundwater renders infiltration-based drainage unsuitable. Accordingly, the drainage strategy has been designed in strict accordance with the SuDS hierarchy, progressing to controlled discharge to appropriate surface water infrastructure and watercourses. Surface water will be managed on site through a network of gravity sewers and two purpose-designed attenuation basins located within the north-western and south-western parts of the site. The basins provide a combined storage volume of approximately 4,614 cubic metres and are designed to accommodate the 1 in 100-year storm event plus a 40% allowance for climate change, fully compliant with national policy and best practice. Discharge rates are strictly limited and integrated with the wider Broadgate Homes development, ensuring that there will be no increase in flood risk downstream, consistent with NPPF paragraph 182.

Off-Site Improvements

Off-site cycle improvements as shown on drawing number: 19690-MEAD-5-108 Rev A which is indicative only subject to detailed design and survey.

Planning Conditions:

Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- wheel washing facilities;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

Reason: In the interests of the safety and free passage of those using the adjacent public highway and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction.

Highway Condition 11A

Prior to first occupation on site further details relating to the vehicular access to the public highway, including materials, specification of works and construction method shall be submitted to the Local Planning Authority for approval. The approved details shall be implemented on site before the development is first occupied and thereafter retained at all times.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site.

Highway Condition 12

Within seven days of the new access being brought into use, the existing access onto Hawthorn Bank shall be permanently closed in accordance with details to be agreed in writing with the Local Planning Authority.

Reason: To reduce to a minimum, the number of individual access points to the development site, in the interests of road safety.

Highway Condition 20

The development hereby permitted shall not be occupied before a frontage footway/cycleway, to connect the development to the existing footway network, has been provided in accordance with details that shall first have been submitted to, and approved in writing by, the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water run-off from the highway.

Reason: To ensure the provision of safe and adequate pedestrian access to the permitted development, without increasing flood risk to the highway and adjacent land and property.

Highway Condition 21

No part of the development hereby permitted shall be occupied (apart from those works identified on drawing number: 19690-MEAD-5-108-Rev A or as specified) before the works to improve the public highway (by means of off-site cycleway provision) have been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Condition 26

Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

Highway Condition 27

The permitted development shall not be occupied until those parts of the approved Travel Plan that are identified therein as being capable of implementation before occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented for as long as any part of the development is occupied.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

Highway Condition 29

The permitted development shall be undertaken in accordance with an Estate Road Phasing and Completion Plan, which shall first be approved in writing by the Local Planning Authority. The Plan shall set out how the construction of the development will be phased and standards to which the estate roads on each phase will be completed during the construction period of the development.

Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on verified groundwater levels and seasonal variations, as evidenced through on-site monitoring conducted over a six-month winter period;
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to 1.4 litres per second;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling/ no part of the development shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Highway Condition 41

Prior to the commencement of development, a detailed scheme for pedestrian/cycle/ vehicular access routes that connect seamlessly to the boundaries of the application site (red line boundary) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details demonstrating how access points will allow for future connection to adjacent land, including dimensions, surfacing, and alignment of routes to avoid obstruction of onward connectivity. The approved access points shall be constructed up to the strict edge of the site boundary prior to first occupation of any dwelling and shall be retained thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the development integrates with existing and future surrounding development, avoids the creation of ransom strips, and secures comprehensive and coordinated movement networks in accordance with Policies TR1 to TR8 and DP1 to DP4 of the National Planning Policy Framework (August 2026) and Policies of the Local Plan.

Informatives

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Highway Informative 03

The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link: https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb.

Highway Informative 05

All roads within the development hereby permitted must be constructed to an acceptable engineering standard. Those roads that are to be put forward for adoption as public highways must be constructed in accordance with the Lincolnshire County Council Development Road Specification that is current at the time of construction and the developer will be required to enter into a legal agreement with the Highway Authority under Section 38 of the Highways Act 1980. Those roads that are not to be voluntarily put forward for adoption as public highways, may be subject to action by the Highway Authority under Section 219 (the Advance Payments code) of the Highways Act 1980. For guidance, please refer to http://www.betterstreetsforlincolnshire.co.uk

Highway Informative 07

The highway improvement works referred to in the above conditions 20 & 21 are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority.

For further guidance please visit our website: https://www.lincolnshire.gov.uk/adopting-improving-roads-footpaths

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit the Highway Authority's website via the following link: Traffic Management - https://www.lincolnshire.gov.uk/traffic-management

Highway Informative 09

The existing ground level of the site must not be raised above the ground level of any surrounding land without further consultation with the Lead Local Flood Authority and Local Planning Authority, to consider suitable mitigation measures to ensure that surface water flood risk is not created or increased to land adjacent to the permitted development.

Officer's Name: Dean Whitehead
Officer's Title: Senior Development Management Officer
Date: 15 September 2026