Online Comment

Application	H16-0364-26
Location	Land North of the B1173 Barrier Bank and West of the A16 Spalding (Lincs Gateway) Spalding
Proposal	Erection of buildings to comprise up to 70,000 square metres (Gross Internal Area) of Class B8 (storage or distribution) floorspace to include ancillary Class E(g) (office) floorspace and provision of associated Infrastructure including utilising existing vehicular access from B1173. Outline with means of access to be considered.

Name	Mr David Jones - Chairman
Address	Pedals 19 Ladywood Road Spalding PE11 2DA

Date Submitted	10-05-26
For/Against	Comments

From PEDALS (Spalding's Cycle Action Group)
1. PEDALS welcomes the developer's stated intention to encourage Active Travel to the site through the provision of a new pedestrian and cycle link to Fen End Lane.
2. The route for employees actively travelling from the direction of Little London will be along the B1173 as far as Burr Lane. Pedestrians will be obliged to use the existing footway, and cyclists will be obliged to use the road. The footway is too narrow and poorly surfaced in places. The road itself is fast (60mph limit), carries heavy traffic, and has no provision for the segregation of cycles.
3. We note that these concerns are recognised in the Transport Statement and will have been discussed with LCC. However, as a standard consultee, PEDALS have not been made aware of the outcome of these discussions. We urge that any solution to the problem is engineered to a high standard as required by the Department for Transport - Active Travel England Sustainable Transport Guidance.
4. From our observations, the catering outlets at the nearby Applegreen services will probably be an attractive option to employees. However, to access the facilities, they will need cross the B1173, which has a 60mph limit at this location, on an uncontrolled crossing. To protect them, a 30mph limit should be imposed, starting at the exit from the A16. To protect vulnerable road users at what will be an increasingly busy Little London end of the B1173, an extension southward of the 30mph speed limit should be considered.
5. PEDALS wishes to draw attention to the existence of a public bridleway (New River Drove) which runs between Little London bridge and Applegreen services. This drove road, if enhanced through suitable surfacing and low-level lighting, could provide an attractive, traffic-free route to and from the site. This would offer pedestrians and cyclists a safe alternative route rather than trying to negotiate the B1173, one of the main arterial routes into and out of Spalding.
Please refer to PEDALS for a detailed document of this proposal for The New River Cycleway.
6. Finally, through its 'on the ground' local knowledge of cycling in Spalding, PEDALS wishes to freely offer its help and support to the site developers, SHDC and LCC, in their ongoing discussions on the provision of Active Travel facilities.