

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



TRANSPORT STATEMENT

Date: 7th November 2025

Project: Kings Road, Spalding - Bocca Felice Drive-Thru Coffee Shop, Car Wash and EV Charging Scheme

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been produced by SK Transport Planning Limited (SKTP) on behalf of Bocca Felice (the client) to support a planning application for a "Bocca Felice" drive-thru coffee facility, automated car wash and electric vehicle (EV) charging facility. The site location is shown on plan in **appendix a**, with the detailed scheme layout shown on plan in **appendix b**.
- 1.2 These proposals are the subject of a live planning application that is currently with South Holland District Council for consideration. The planning application reference is H16-0433-25.
- 1.3 The development proposals have been prepared using the team's extensive knowledge of assessing similar schemes across the UK. Most recently planning permission was granted for a similar scheme in Tannochside, North Lanarkshire. Reference is made in this technical appraisal of the agreed parking provision and development trip rates associated with that comparable scheme.
- 1.4 Our report has been prepared to respond to the technical comments raised by Lincolnshire County Council's Highways Officers, in response to the above-mentioned planning application. Their comments are provided in their letter in **appendix c**.
- 1.5 The additional information that the Highways Officers have requested are:
 - a) How does an Ai powered coffee drive thru work?
 - b) a servicing plan is required
 - c) no staffing details have been provided, and where will staff park?
 - d) there are two Public Rights of Way (PROWs) in the vicinity of the site, which need to be detailed on the proposed site plan – consideration needs to be given as to how these PROWs are incorporated/impacted by the development proposals
 - e) the access, parking spaces and roadway dimensions need to be added to the proposed site plan
 - f) the proposed parking provision needs to be justified
 - g) there is no pedestrian walkway at the site access, and with pedestrians walking to their easiest route this needs to be incorporated into the scheme design
 - h) a summary of the predicted vehicle movements needs to be presented, which will detail the number and type of vehicles
- 1.6 Following receipt of these comments, and acknowledging that further technical work was required to address the technical matters raised, SKTP has been appointed to consider and respond to these traffic and transport matters.
- 1.7 This TS responds to each of these technical points in detail, with the supporting evidence appended to the document. This report provides a robust and detailed response to all matters, and where required the development layout has been amended to address the technical matters raised.
- 1.8 The next section of this report considers each technical point in turn, as well as summarising the development proposals and the sustainable credentials of the site. Commentary is also provided on the suitability of this site to accommodate this type of development.

2. THE DEVELOPMENT PROPOSALS

- 2.1 The proposed development looks to deliver three uses on the site, accessed from the cul-de-sac section of Kings Road, in Spalding. These are:

- a single vehicle car wash facility
- eight electric vehicle car charging points
- a 76.62 sqm (824 sq. ft) drive-thru "Bocca Felice" coffee facility

- 2.2 As shown on the scheme layout drawing in **appendix b**, the proposals have been designed to make the most efficient use of the site, as well as giving appropriate consideration to the access requirements on foot, cycle and by vehicular traffic.
- 2.3 Before expanding further on the development proposals and the requested technical information, we provide a summary of the site's sustainable credentials.

The Principle of Sustainable Development

- 2.4 Whilst the development proposals by their very nature have a focus to provide services for those arriving and departing by motor vehicle, it is also important that the development proposals are also accessible on foot, cycle and by public transport.
- 2.5 In addition, for those motorists leaving their vehicles to charge at one of the eight charging points they may choose to leave their vehicle and wait in the Bocca Felice facility. All three uses are interlinked. To this end a review of the development site's sustainable credentials are summarised below.
- 2.6 Before reviewing the specifics of the site, it is important to reference the requirements of the National Planning Policy Framework (NPPF) with regard to sustainable development. Paragraph 109 states:

"transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) Making transport considerations an important part of early engagement with local communities;*
- b) Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) Understanding and addressing the potential impacts of development on transport networks;*
- d) Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) Identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

- 2.7 Following SKTP's appointment a full review of the accessibility of the site on foot, cycle, public transport and vehicular traffic has been undertaken. Updates to the development layout have been made to bring the proposals into line with the NPPF requirements.
- 2.8 Paragraph 115 in the NPPF states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.9 As set out in this document, even with the development being inherently car-focused, opportunities to encourage access on foot, cycle and by public transport in this sustainable location have been prioritised, along with providing safe and suitable access to the site.

2.10 Finally paragraph 116 in the NPPF confirms that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.11 This technical report provides a comprehensive review of the development impacts, in traffic, transport and sustainable access terms. Later in this document it is confirmed that the proposals will not have an unacceptable impact on highway safety in this location.

2.12 Turning to sustainable access, a review of accessibility on foot, cycle and public transport has been prepared.

Sustainable Access Review

2.13 Provision for pedestrians in the local area is considered to be of good quality. There are established, lit routes around the site, and the site also benefits from Public Footpaths routing along its northern and western boundaries. The northern footpath links Kings Road with Park Road via a pedestrian overbridge, crossing the adjacent railway line.

2.14 With the development site being located in a built up area these pedestrian routes also benefit from being overlooked by adjacent buildings, ensuring an element of passive surveillance at all times of the day and night.

2.15 Walking offers the greatest potential for replacing short car trips, particularly for journeys under 2km. The IHT document, *Guidelines for Providing for Journeys on Foot* provides further details of accepted walking distances. These are presented in **table 2.1**.

	Town Centre (m)	Commuting/School (m)
Preferred Maximum	800 – 1250	2000

Table 2.1: IHT Acceptable Walking Distances

2.16 A pedestrian isodistance plan has been produced to demonstrate the accessibility of the site by foot. The isochrone is based on an average walk speed of 1.33 m/s up to a maximum journey time of 25 minutes (2km). The isochrone is shown in **figure 2.1** and on plan in **appendix d**.

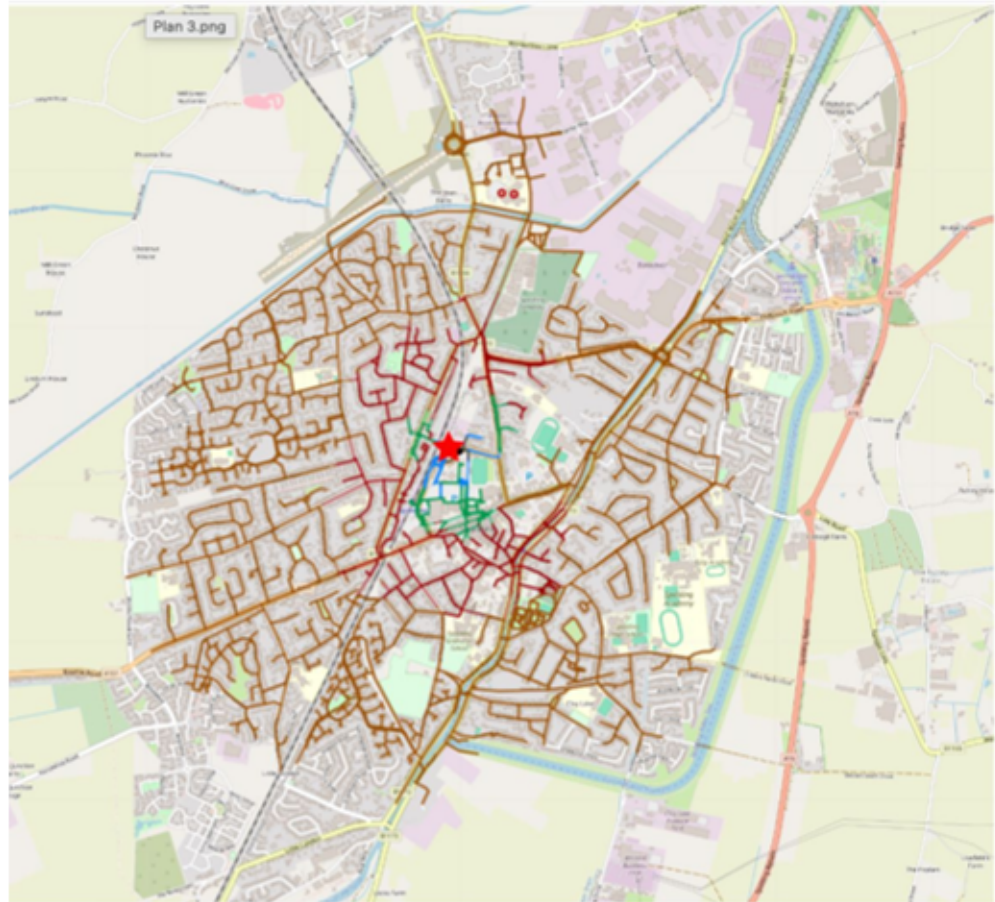


Figure 2.1: 2km Walking Distance from Development Site

- 2.17 The plan shows that a significant proportion of the town, which includes retail, industrial and residential areas, fall within a 2km walking catchment.

'Walkability' Assessment

- 2.18 With regard to direct connectivity to local transport nodes (such as the nearby bus and rail stations) the development site performs well in terms of a "walkability" assessment.
- 2.19 Key public transport nodes are accessible on foot via continuous and well connected routes. These are often lit and route alongside trafficked routes, ensuring a level of passive surveillance for users. To this end the "walkability" characteristics of the sustainable links to the development site are considered to be good.

Accessibility by Cycle

- 2.20 The location of the proposed development, by virtue of it being located on the edge of the town centre and adjacent to residential areas makes the site attractive for access by cycle.
- 2.21 Whilst the Council does not produce a cycling map for the town, a review of the National Cycle Network (NCN) routes confirms that NCN 12 routes from Spalding south linking with Peterborough (via Crowland). For more local cycle trips the local highway network is considered suitable for cycling. Of note is the surfaced route, which forms part of the PROW network is signed as a shared pedestrian/cycle route.
- 2.22 An extract of the OS 1:50,000 scale mapping is provided in **figure 2.2**, and shows Route 12 of the NCN, which starts in the Bridge Street area of the town, less than 800m from the development site.



Figure 2.2: Extract from OS 1:50,000 Scale Mapping with Route 12 NCN

- 2.23 To demonstrate how well connected the site is **Figure 2.3** and the plan in **appendix e** shows a cycling isochrone based on an average cycling speed of 12kph.

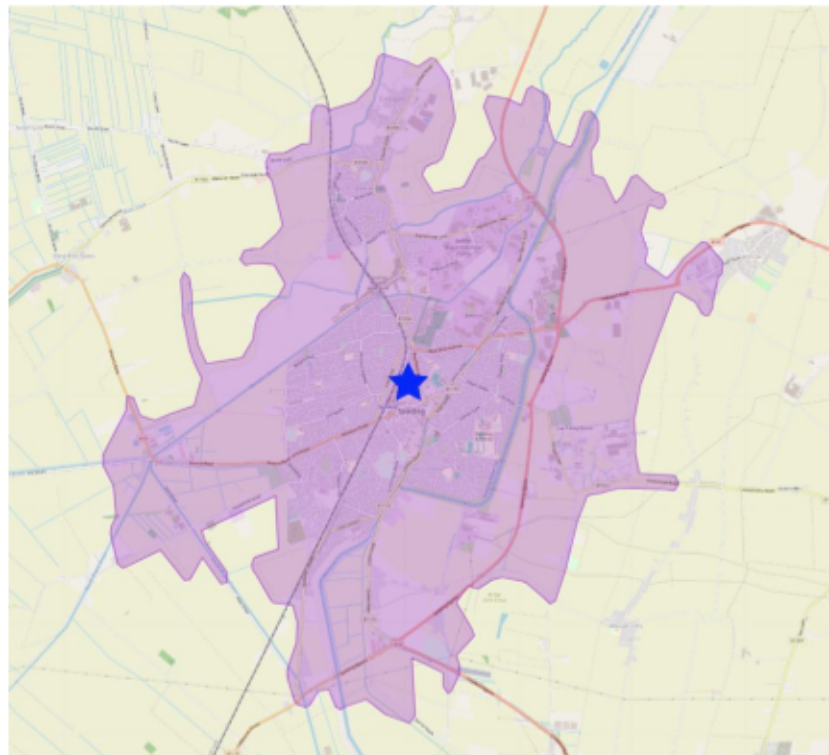


Figure 2.3: 5km Cycle Isochrone Plan (Spalding Area)

- 2.24 **Figure 2.3** demonstrates that all of Spalding falls within this 5km catchment, giving staff and visitors to the proposed development appropriate access to the site by cycle.

- 2.25 As presented later in this report an appropriate level of covered, secure cycle parking will be provided close to the Bocca Felice building entrance, for use by staff and visitors to the facility.

Accessibility by Bus and Rail

- 2.26 An assessment of the existing public transport provision near the site has been undertaken. to determine the accessibility of the site by bus and train. The Institution of Highways and Transportation document *Planning for Public Transport in Developments*, states that 400m is an acceptable walking distance to bus stops.
- 2.27 Spalding bus station is located a c.100m walk from the development site, and is accessed through the Kings Road car park. Footways on the southern side of Kings Road opposite the development site wrap around the car park and then connect into the bus station.
- 2.28 A summary of the bus services routing to/from the town's bus station are provided in **table 2.2**.

Service	Operator	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus	Saturday	Sunday	Route
16S	Call Connect (not shown on plan)	0700	Bookable Bus Service	1900	Hourly service 0800-1800	No service	Spalding Bus Station – Pode Hol – Northgate – Moulton – Surfleet – Gosberton – Tongue End – Hop Pole – Quadring – Donington – Crowland – Boston Bus Station
37	Stagecoach East	0629	Hourly	2004	As weekdays	5 buses 0857 1157 1357 1557 1827	Spalding Bus Station – Cowbit – Crowland – Eye – Newark – Eastfield – Peterborough Queensgate Bus Station
43	Fowlers Travel	-	1 bus Mon/Tue/ Wed/Fri	1310	No service	No service	Spalding Bus Station – Kings Road – Weston Hills – Moulton Chapel – Whaploade Drove – Holbeach Drove – Gedney Hill – Throckenholt – Sutton St Edmund – Sutton St James
301	Delaine Buses	0727	1 bus	-	No service	No service	Spalding Bus Station – Deeping ST Nicholas – Hop Pole – Market Deeping – West Deeping – Tallington – Uffington – Stamford
505	Stagecoach East Midlands	0541	Every 30 minutes	1950	As weekdays	Hourly service 0850 – 1745	Spalding Bus Station – Kings Road – Moulton – Holbeach – Gedney – Long Sutton – Terrington St. Clement – Clenchwarton – West Lynn – South Lynn – Kings Lynn
505B	Stagecoach East Midlands	-	1 Bus	1405	No service	No service	Spalding Bus Station – Weston – Moulton – Holbeach – Fleet Hargate – Gedney – Long Sutton – Sutton Bridge – Walpole – Terrington – Clenchwarton – West Lynn – South Lynn – Kings Lynn
B3	Brylaine Travel	0720	Hourly	1820	No service	No service	Spalding Bus Station – Kings Road – Pinchbeck – Surfleet – Gosberton – Wigtoft – Sutterton – Kirtton – Wyberton – Boston Bus Station

Service	Operator	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus	Saturday	Sunday	Route
B3X	Brylaine Travel	0745	8 buses 0933 1033 1233 1333 1448 1758	1818	No service	No service	Spalding Bus Station – Kings Road – Pinchbeck – Surfleet – Gosberton – Wigtoft – Sutterton – Kirton – Wyberton – Boston Bus Station
B9	Brylaine Travel	0710	8 buses 0800 0930 1130 1330 1410 1610	1730	No service	No service	Spalding Bus Station – Kings Road – Pinchbeck – Surfleet – Gosberton – Quadring – Bicker – Swineshead – Kirton – Hubberts Bridge – Boston
B13	Black Cat Travel	-	No service Mon-Fri	-	5 buses 0800 1000 1300 1500 1700	No service	Spalding Bus Station – Kings Road – Pncheck – Surfleet – Gosberton – Sutterton – Kirton – Wyberton – Boston Bus Station
G76	Brylaine Travel	-	1 Bus Mon-Fri	1605	No service	No service	Spalding Bus Station – Pichbeck – Surfleet – Gosberton Riseagate
IT1	Stagecoach East Midlands	0700	Every 45 minutes	1815	As weekdays	No service	Spalding Bus Station – Rembrandt Way – Dickens St. – Second Ave. – South Field House – Avignon Road – Cathedral Drive – Spalding Bus Station
IT2	Stagecoach East Midlands	0735	Every 45 minutes	1805	As weekdays	No service	Spalding Bus Station – Magistrates Court – Council Offices – Kings Road – Morrisons – Johnson Hospital – Springfields Outlet – Marlborough Ave. – Council Offices – Magistrates Court – Spalding Bus Station
X12	Stagecoach East	-	No service	-	1 bus 1035	1 bus 1035	Spalding Bus Station – Boston Bus Station – Wrangle – Skegness Bus Station
X12	Stagecoach East	-	No Service	-	1 bus 1840	1 bus 1840	Spalding Bus Station – Market Deeping – Walton – Peterborough Queensgate Bus Station

Table 2.2: Spalding Bus Station - Local Bus Service Summary (October 2025)

- 2.29 **Table 2.2** confirms that the development site is exceptionally well served by public transport, with a significant number of local bus services running on various frequencies to a range of destinations.
- 2.30 With the bus station being just over a one minute walk from the site (based on an 80m/minute walk time) these established services gives will give those staff working at the site, and pedestrians/cyclists who might visit the Bocca Felice facility on foot the opportunity to travel by bus, should they wish to do so.
- 2.31 The site is also well located to be accessed by local rail services, with the site being a 360m walk or cycle to Spalding rail station.
- 2.32 This rail station is on the Peterborough to Lincoln rail line, and is served by directional hourly services between these two locations, as well as local stops on the route. The directional service frequencies are presented in **table 2.3**, and confirm that the services provide an attractive alternative to the private car to access Spalding.

- 2.33 The combination of the close proximity of the rail station, along with the rail service routes and frequencies means this mode of travel may be attractive to staff working at the site.

Rail Station	Service Destination	First Weekday Service	Average Weekday Daytime Frequency	Last Weekday Service	Route
Spalding	Lincoln Central	0652	Circa. 1 direct train hourly	2333	Spalding – Sleaford – Ruskington – Metheringham – Lincoln
	Peterborough	0704	Circa. 1 direct train hourly	2229	Spalding - Peterborough

Table 2.3: Spalding Rail Station - Rail Service Summary (October 2025)

- 2.34 Whilst it is accepted that by its very nature the development proposals will have a bias towards visitors accessing the services by private car, for those people who visit the Bocca Felice on foot, or need to leave their vehicle to charge at one of the EV charging points the site is very well located for access on foot.
- 2.35 This section of the TS demonstrates that the site is exceptionally well located for access by bus and rail. The site is also accessible on foot and by cycle, giving staff and visitors to the proposed development travel choices, as opposed to reliance on the private car.
- 2.36 The next section of this report considers the development proposals, the access strategy and responses to the questions raised by the Council's Highways Officers, during the life of the planning application.

The Development Proposals

- 2.37 As shown in **appendix b** and **figure 2.4** the development proposals will be accessed via the cul-de-sac section of Kings Road, along the northern boundary of the site. Kings Road is a 5m wide section of adopted highway, and benefits from a 30mph speed limit and street lighting is present.
- 2.38 Double yellow line "no waiting at any time" yellow line restrictions are provided along the section of Kings Road to the east of the development site.
- 2.39 Turning to the development proposals, in terms of sustainable access, new pedestrian footways are provided on the southern side of Kings Road, linking into internal routes within the site. To the west, new pedestrian links are also proposed to connect into the existing pedestrian/cycle routes along this site boundary.
- 2.40 The development site access has been designed as a six metre wide priority junction, with kerb radii that allows access for private cars and service/delivery vehicle when turning in/out of the site.
- 2.41 Once within the site eight EV charging points are provided along the eastern side of the site. These spaces benefit from double charging points at the head of the parking space. One of the spaces has been dimensioned as a disabled parking space.
- 2.42 On the western side of the site a drive-thru car wash is proposed. Access to this is via a dedicated vehicular route, which routes drivers through the car wash tunnel. The access route has been designed to accommodate several vehicles, to ensure there is no queuing on the main internal access route through the site.

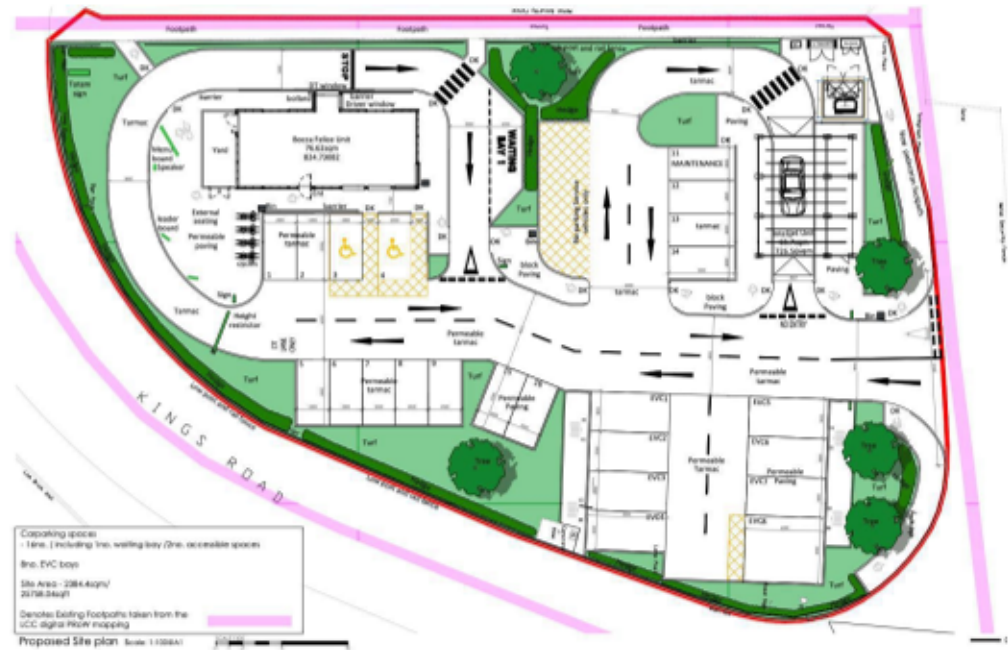


Figure 2.4: Proposed Development Layout

- 2.43 The access route to the car wash tunnel also provides a dedicated service vehicle space, to allow for servicing to the Bocca Felice unit. The end operator of the Bocca Felice has confirmed that the facility will be serviced by a small rigid vehicle, the specification of which is shown in figure 2.5.

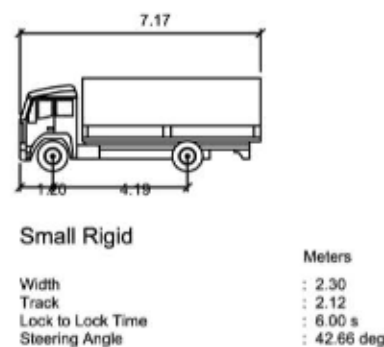


Figure 2.5: Typical Bocca Felice Service Vehicle (Small Rigid Vehicle)

- 2.44 At the southern end of the site the Bocca Felice drive-thru links with the existing PROW route that runs along the western boundary of the site, with the scheme's access strategy updated to provide pedestrian routes on desire lines from this aforementioned corridor. At each pedestrian crossing point dropped kerbs and tactile paving will be provided, to guide pedestrians across the desire lines, and onwards towards the main building entrance.
- 2.45 For those arriving by car, they can either park in one of the 15 parking spaces (two of which are provided as disabled spaces) or in one of the eight EV charging spaces, with one of these provided as a disabled space. A waiting bay is also provided on the drive-thru route, for those orders that require a little more time to process. This takes the total parking provision across the site to 16 spaces.
- 2.46 Returning to the site access, as confirmed earlier in this report, the scheme will be served from the cul-de-sac section of this route. At the cul-de-sac simple priority junction onto the main Kings Road thoroughfare, visibility splays of 2.4m x 43m are shown, which meet Manual for Streets requirements for a street with a 30mph speed limit. These visibility splays are shown on plan in appendix f.

- 2.47 To demonstrate that the layout can accommodate car, van and service vehicle movements to and from the site without conflict, vehicle swept path analysis drawings have been prepared. Vehicles have been tracked entering and leaving the proposed site access and passing through the car wash and drive-thru coffee facility. Service vehicle access is also shown to the site, with vehicles able to enter and leave in a forward gear without conflict.
- 2.48 The plans, shown in **appendix g** confirm these vehicles can pass through the site without conflict.

Predicted Traffic Generation

- 2.49 To provide an indication as to the number of traffic movements that the proposed development would be expected to generate the TRICS database has been interrogated.
- 2.50 It is important to note that the proposed car wash and EV charging facilities would not be expected to generate “new” vehicle trips on the local highway network. Any vehicle trips associated with these uses will be “pass by” or “diverted” trips, that are already taking place on the network.
- 2.51 In its simplest form those drivers visiting both uses would be expected to be already making a journey or trip in their vehicle, and will chose to either have their car washed or need to charge as part of that journey. It is considered highly unlikely that visitors to these two elements of the development proposals will be making a new trip on the network to access these facilities.
- 2.52 Based on this the focus on development trip rates is on the Bocca Felice facility. Even then a significant proportion will be “pass by” or “diverted” trips.

“Bocca Felice” Coffee Drive-Thru Vehicle Trips

- 2.53 To prepare an assessment of the predicted vehicle movements generated by this element of the development proposals the TRICS database has been interrogated to source comparable trip rates.
- 2.54 The TRICS output for this proposed use is provided in **appendix h** with the travel survey data sourced from a freestanding Starbucks drive-thru operation located in Warwickshire. These development trip rates are considered to be a “worst case” assessment, albeit the trip rates for this use have been adjusted down to take account of the far more modest floor area proposed as part of the “Bocca Felice” coffee operation.
- 2.55 The predicted vehicular trip rates for the drive-thru facility are presented in **table 2.4**.

Floor Area (per 100sqm)	ARRIVALS	DEPARTURES	TOTALS
0.7662	Trip	Trip	Trip
Time Range	Rate	Rate	Rate
00:00-01:00	0.0	0.0	0.0
01:00-02:00	0.0	0.0	0.0
02:00-03:00	0.0	0.0	0.0
03:00-04:00	0.0	0.0	0.0
04:00-05:00	0.0	0.0	0.0
05:00-06:00	0.0	0.0	0.0
06:00-07:00	5.5	4.0	9.5
07:00-08:00	7.3	6.0	13.3
08:00-09:00	6.8	6.4	13.1
09:00-10:00	9.9	10.0	19.9
10:00-11:00	7.5	6.8	14.2
11:00-12:00	6.2	5.8	12.0
12:00-13:00	9.1	6.0	15.1
13:00-14:00	7.3	8.0	15.3
14:00-15:00	3.8	4.7	8.6
15:00-16:00	7.3	7.7	15.0
16:00-17:00	7.3	7.5	14.8

17:00-18:00	5.7	7.7	13.3
18:00-19:00	4.0	3.8	7.8
19:00-20:00	0.9	3.3	4.2
20:00-21:00	0.4	1.1	1.5
21:00-22:00	0.0	0.0	0.0
22:00-23:00	0.0	0.0	0.0
23:00-24:00	0.0	0.0	0.0
Daily Trip Rates:	88.8	88.8	177.7

Table 2.4: TRICS Assessment Summary Output (Coffee Drive Thru Facility)

- 2.56 **Table 2.4** confirms that the drive-thru facility is predicted to be a modest traffic generator, generating an additional 13.1 and 13.3 vehicle movements in each of the typical AM and PM peak periods (0800 to 0900 and 1700 to 1800 hours) onto the surrounding highway network.
- 2.57 In this location the proposed Bocca Felice coffee use may also have a strong draw for other visitors and workers in the town walking past the site, particularly with regard to the site's close proximity to the local bus and rail stations.
- 2.58 The trip rates presented in this TS confirm that the development proposals are predicted to generate 13 additional vehicle movements in both the 0800 to 0900 AM peak and 1700 to 1800 PM peak period. When averaged across the peak hour this would equate to an additional vehicle every 4.6 minutes in both the AM and PM peak periods.
- 2.59 These additional vehicle movements on Kings Road, and across the wider highway network will have no material impact on the performance of any junctions or highway links in the vicinity of the site. This change in vehicle movements is well within the day-to-day variation of traffic flow on the local highway network.

Other Technical Matters

- 2.60 As part of the formal response on the submitted planning application, the Council's Highways Officers have asked the following questions/request for further information. Each technical matter has been considered in turn.

How does an Ai powered coffee drive thru work?

- 2.61 The Ai coffee system works by allowing the customer to place their order without the need for human interaction. The Natural Language Processing (NLP) allows it to comprehend and respond to human speech. This automated system, along with the new coffee machines (which can make up to 360 coffee drinks per hour) can produce drinks for the drive-thru with a 98% accuracy.

A Servicing Plan is Required

- 2.62 As set out earlier in this report the Bocca Felice operator has confirmed that the facility will be serviced by a small rigid vehicle. The specification of this vehicle is presented in **figure 2.5**.
- 2.63 Typically this size of vehicle will need to visit the site every other day, to deliver to the Bocca site. As shown on the development layout in **appendix b** a dedicated service vehicle area will be provided, that can be accessed at any time of the day/night.
- 2.64 Servicing for the tunnel car wash and EV charging area will be minimal, and limited to maintenance only. A dedicated maintenance parking space is shown adjacent to the tunnel car wash, for these visits, when required.

No Staffing Details have been Provided - Where will Staff Park?

- 2.65 The site has a limited number of staff working at the site. The EV charging does not require any staff intervention, and the tunnel car wash is an automated process. No staff will be permanently based at this facility.
- 2.66 In terms of the Bocca Felice facility, it is expected that the site will have eight members of staff employed at the site, working on a shift/rota basis. Due to the size of the facility this is required to operate the drive-thru and drinks/food production.
- 2.67 In terms of where staff would park the site operator will expect staff to travel sustainably to/from the site, and to encourage this no dedicated on-site staff parking is provided. If staff do need to travel by car they will be directed to parking in the nearby Winfrey Avenue car park, which is available for both short and longer stay car parking.
- 2.68 The car parking as shown on the layout in **appendix b** are all shown to be available for visitors to use. Cycle parking is provided close to the main building entrance for staff to use, if travelling by this sustainable mode.

How does the Public Right of Way Network Interface with the Development Proposals?

- 2.69 The development proposals have been carefully designed to respect the existing PROW network adjacent to the site. The alignment of these PROWs are shown in pink on plan in **appendix b**.
- 2.70 As shown on plan, the Public Footpath running along the western boundary of the site is maintained, and with this being a formal, surfaced route offers direct access to the development site. The development proposals show two new pedestrian links to this PROW, connecting directly into the Bocca Felice facility. To confirm, no changes to this PROW network are proposed.
- 2.71 To the north, the public footpath runs east/west along the cul-de-sac section of Kings Road. The alignment of this PROW is not affected by the development proposals, and this corridor already provides vehicular access to a storage facility on the northern side of this link. The development proposals require no changes to the alignment of this PROW to deliver the proposed vehicular access strategy, nor do the proposals restrict pedestrians from walking along the alignment of this existing public footpath.
- 2.72 The development layout does propose a new 2m wide pedestrian footway on the southern side of this cul-de-sac link, linking with the existing pedestrian/cycle route along the western boundary of the site. This new footway will be available for the general public to use, as well as pedestrians wanting to access the development from Kings Road to the east.
- 2.73 Based on the above, no changes or realignments to the PROW network around the site are either necessary or proposed.

The Access, Parking Spaces and Roadway Dimensions to be Shown on the Scheme Drawing

- 2.74 The project architect has added the access, parking space and road dimensions to the revised scheme drawing, which is provided in **appendix b**.

The Proposed Parking Provision Should be Justified

- 2.75 As shown on plan in **appendix b** the development proposals look to deliver 16 parking spaces, plus eight EV charging spaces. This includes the "waiting bay" for the Bocca Felice drive-thru. These spaces will all be available for visitor use, apart from one space that will be marked for maintenance use.
- 2.76 The Council's adopted parking standards are included in the South East Lincolnshire Local Plan (2011-2036). Under the A3 restaurant and café use class the standards suggest the following minimum parking provision should be provided:

- 1 space per 3sqm of drinking area
- 1 space per 5sqm of public dining area

- 2.77 Based on the total floor area of the building being 77sqm, this would require a parking provision of 15 parking spaces, which is shown on the development layout. However, a proportion (17.14sqm) of this floorspace will be used for drink and food production, reducing the public floor area to 59.48sqm.
- 2.78 Based on this reduced floor area the required parking provision for the facility, based on the Council's parking standards will be 12 parking spaces, which is shown to be deliverable on the site.
- 2.79 Interestingly the Council's adopted parking standards do not stipulate a minimum cycle parking provision for an A3 use. Notwithstanding this the proposals include provision for eight bicycles to be secured parking under cover close to the main entrance to the building. This cycle parking will be available for both staff and visitors to use.

A Summary of the Predicted Vehicle Movements needs to be Presented

- 2.80 Earlier in this report an assessment has been made of the expected "new" vehicle movements that the Bocca Felice drive-thru will attract. The assessment highlights that the vehicle movements to/from the tunnel car wash and EV charging facility will not be new trips on the local highway network, but "pass by" or "diverted" trips.
- 2.81 With regard to the Bocca Felice use, by its very nature it is expected that a significant proportion of car-borne visits may also be "pass by" or "diverted" trips. However, to present a robust assessment the TRICS database has been reviewed and suitable trips rates presented. These are the same trip rates reviewed and accepted by Local Planning and Highway Officers when considering the now consented Bocca Felice scheme in Tannochside, Lanarkshire.
- 2.82 The TRICS output confirms that the development proposals are predicted to generate 13 vehicle movements in the traditional AM and PM network peak periods respectively. This is a level of vehicle movements that would be expected to be well within the day-to-day variation of flow on the local highway network, and will have no material or "severe" impact, the test taken from the NPPF.
- 2.83 In summary, this report has considered and responded to all the technical matters raised by Highway Officers when considering the development proposals, and the scheme has been revised to enhance sustainable access to the site.

3. CONCLUSIONS

- 3.1 This Transport Statement has been produced by SK Transport Planning Limited on behalf of Bocca Felice in support of a proposed drive-thru coffee facility, car wash and EV charging on a vacant and site on land at Kings Road, Spalding.
- 3.2 This assessment has demonstrated that the development proposals, in traffic and transport terms are an appropriate use for the site. The development site has been shown to be sustainably located, The site is located on the edge of the town, and there are continuous pedestrian routes linking the site with the town and bus and rail stations.
- 3.3 This report confirms that the site is easily accessible by bus and rail. Both stations are within a short walk of the site. Whilst it is fully accepted that the development proposals do focus on car-related activities, for those people visiting the site to work or visit the Bocca Felice facility there are a range of opportunities to do so by means other than the private car.
- 3.4 The review of the TRICS database for the Bocca Felice use proposed on the site confirms that the traffic impacts will be low in both the network AM and PM peak periods, traditionally the busiest times on the highway network.
- 3.5 The assessment indicates that the number of additional traffic movements to and from the site in these time periods will be of the order of a single additional vehicle every 4.6 minutes in the AM and PM peak periods. This minimal change in traffic movements in this sustainable location will have no material effect on the operation of the surrounding highway network.
- 3.6 With regard to the Electric Vehicle charging bays these will be available to all members of the general public to use on a "pay as you use" basis. Access is provided within the site and they will be available for use on a 24/7 basis. These charging points will be a welcome addition for visitors

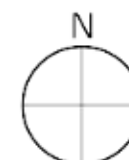
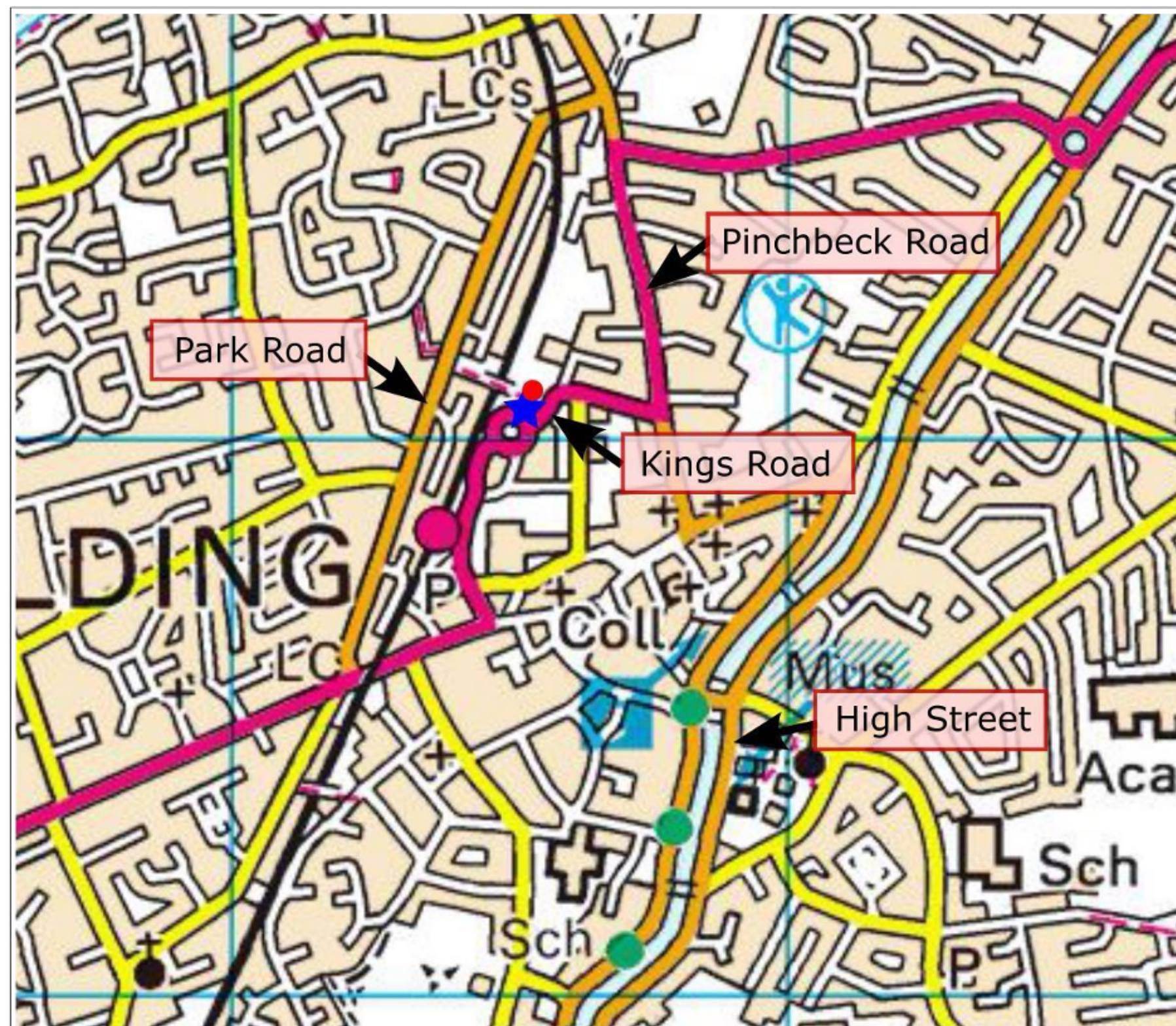
to the Bocca Felice facility, along with residents living in the town who do not currently have access to EV charging facilities.

- 3.7 To conclude, in traffic and transport terms, this Transport Statement confirms the proposed development will have a minimal impact, and the new vehicular access onto the cul-de-sac section of Kings Road can be delivered to ensure safe and appropriate access is provided to the proposed development. There are no traffic or transport reasons why the development proposals should not be granted planning permission.

APPENDIX A

Key

- Development Site
- Vehicular, Cycle & Pedestrian Access



**SK22587 KINGS ROAD,
SPALDING**

Plan 1: Site Location

Location Plan & Local Highway
Network

Drawn by: KAT
Revision: -

Checked by: MAK
Date: 17/10/2025

APPENDIX B



Carparking spaces
- 16no. (including 1no. waiting bay /2no. accessible spaces

8no. EVC bays

Site Area - 2384.4sqm/
25758.04sqft

Denotes Existing Footpaths taken from the
LCC digital PRoW mapping

Proposed Site plan Scale: 1:100@A1

- NOTES**
1. ALL DIMENSIONS IN MILLIMETRES (mm) AND LEVELS IN METRES (m) ABOVE NATIONAL DATUM. ALL DIMENSIONS TO BE CHECKED ON SITE AND AGREED ON SITE WITH APPOINTED BUILDING CONTRACTOR/SHOPFITTER. DO NOT SCALE FROM THIS DRAWING. ONLY WRITTEN DIMENSIONS SHALL BE USED.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL DRAWINGS AND SPECIFICATIONS AS WELL AS ALL RELEVANT INFORMATION FROM THE STRUCTURAL MEP AND CIVIL ENGINEERS.
 3. THIS DRAWING HAS BEEN PREPARED IN ACCORDANCE

WITH THE SCOPE OF APPOINTMENT WITH THE CLIENT AND IS SUBJECT TO THE TERMS OF THAT APPOINTMENT AND SHOULD ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED. ALL NEW CONSTRUCTION AND MATERIALS ARE TO CONFORM TO LOCAL BY LAWS, CURRENT BUILDING REGULATIONS AND BRITISH STANDARDS. THIS DRAWING AND ALL OF THE INFORMATION SHOWN IS THE PROPERTY OF @ ARCHITECT (UK) LTD AND SHALL NOT BE COPIED WHOLE, OR IN ANY PART, OR USED FOR ANY OTHER PURPOSE WITHOUT WRITTEN PERMISSION OF THE COMPANY.

REV.	DATE	DESCRIPTION	BY
B	05.11.2025	tweaks to perimeter at entrance planting layout adopted. Existing Footpaths indicated.	NS
A	27.01.2025	SITE PLAN UPDATED FOLLOWING COMMENTS FROM THE LPA AND EXTERNAL CONSULTANTS	NS
PURPOSE OF ISSUE PLANNING			STATUS S3



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Suite 2, Clocktower
House, Station Road
West Horndon, Essex
CM15 3XL
01708 477899
office@architect.ltd.uk
www.architect.ltd.uk

CLIENT
Steel Frame Building Systems
PROJECT
BOCCA FELICE
AND INTELIJET
Kings Road
Spalding

DRAWING TITLE
PROPOSED SITE PLAN
BOCCA FELICE/INTELIJET

SCALE @ A1
1/100

DRAWN
NS

CHECKED
@

DRAWING No
24-0106-A-DR-PL-20-120

REV
B

APPENDIX C

To: South Holland District Council

Application Ref: H16-0433-25

Proposal: **Implementation of a drive through coffee shop, vehicle and cycle parking (including EV Charging) landscaping and car wash unit**

Location: **Land off King's Road, Spalding PE11 1QB**

With reference to the above application received 8 August 2025

Please note that this interim response does not confirm Lincolnshire County Council's final position regarding the development proposals, as further information, as requested below, is required to enable a full assessment of the proposals. Lincolnshire County Council's final position on any development will only be established following formal consultation (via the local planning authority) of the planning application once this information has been received. This includes any off-site mitigation which may be required as a result of development, be that secured via Grampian condition or S106 contribution.

Notice is hereby given that the County Council as Local Highway and Lead Local Flood Authority:

Requests that the Local Planning Authority request the applicants to provide additional information as set out below.

ADDITIONAL INFORMATION REQUIRED

Bocca Coffee is an AI powered drive thru - how does it work?

A Servicing plan is required.

No staff details have been provided, where will they park?

There are two Public Right of Ways in the vicinity- they need to be detailed on the proposed site plan. One goes through the site access and the build so Lincolnshire County Council Countryside object to the proposal – details have been sent to the Planner in respect of this.

The access, parking spaces, roadway dimensions are to be added to the proposed site plan.

Parking justification is required.

There is no pedestrian walkway at the access - pedestrians will walk their easiest route, when accessing from the east they will use the vehicular access.

Nothing has been submitted in terms of vehicles movements - a Transport Statement is required. It shall detail the existing vehicle movements associated with the site and those movements

envisaged with the proposal. The different types/sizes of vehicles should be detailed.

Case Officer:

Samantha Legg

Date: 29 August 2025

APPENDIX D

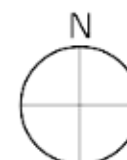
Key



Site Location

2km walking catchment

meters



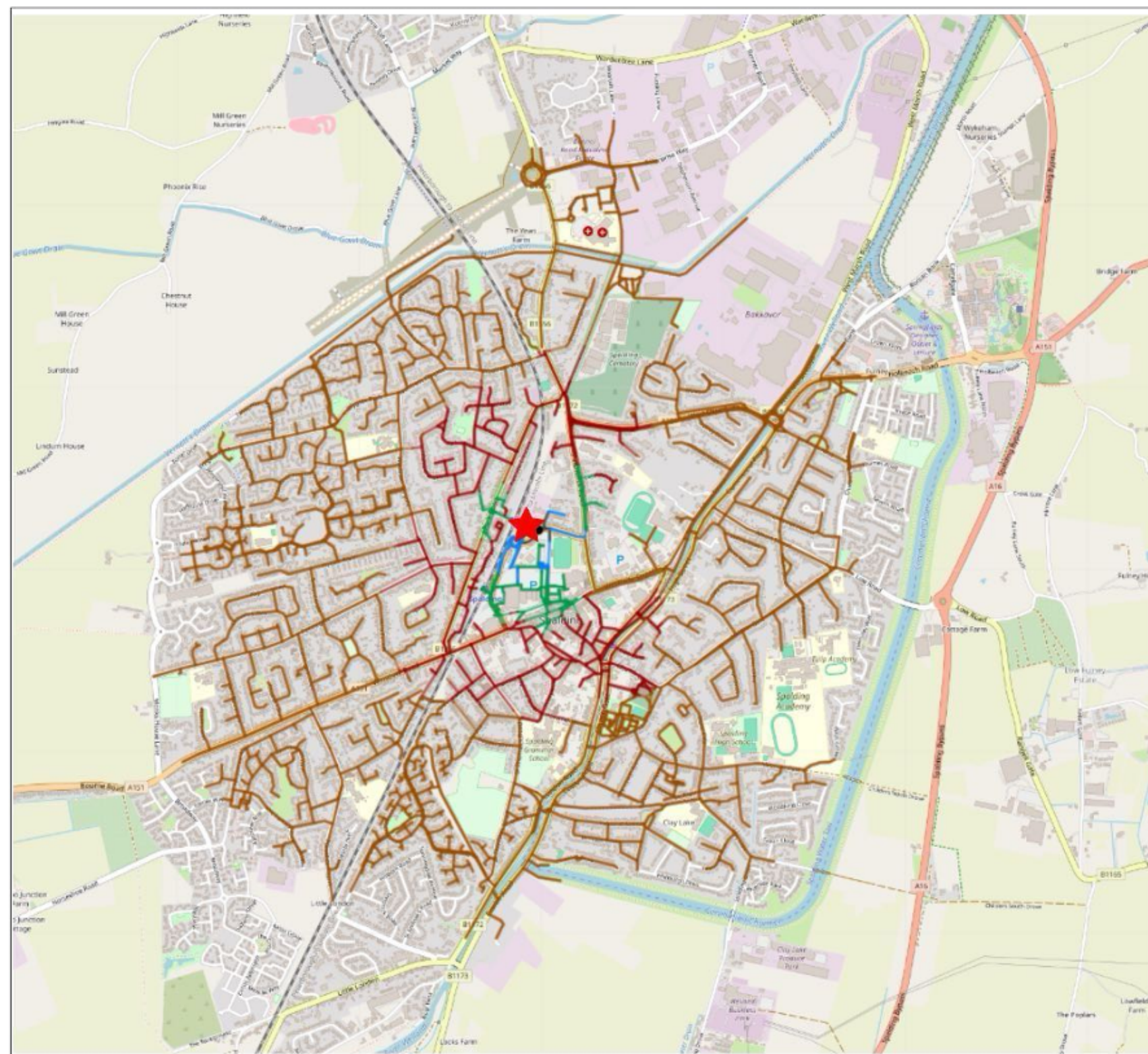
SK22587 KINGS ROAD, SPALDING

Plan 3: Accessibility

2km Walking Catchment

Drawn by: KAT
Revision: -

Checked by: MAK
Date: 16/10/25



APPENDIX E

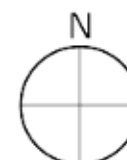
Key



Site Location



5km cycling catchment



SK22587 KINGS ROAD, SPALDING

Plan 4: Accessibility

5km Cycling Catchment

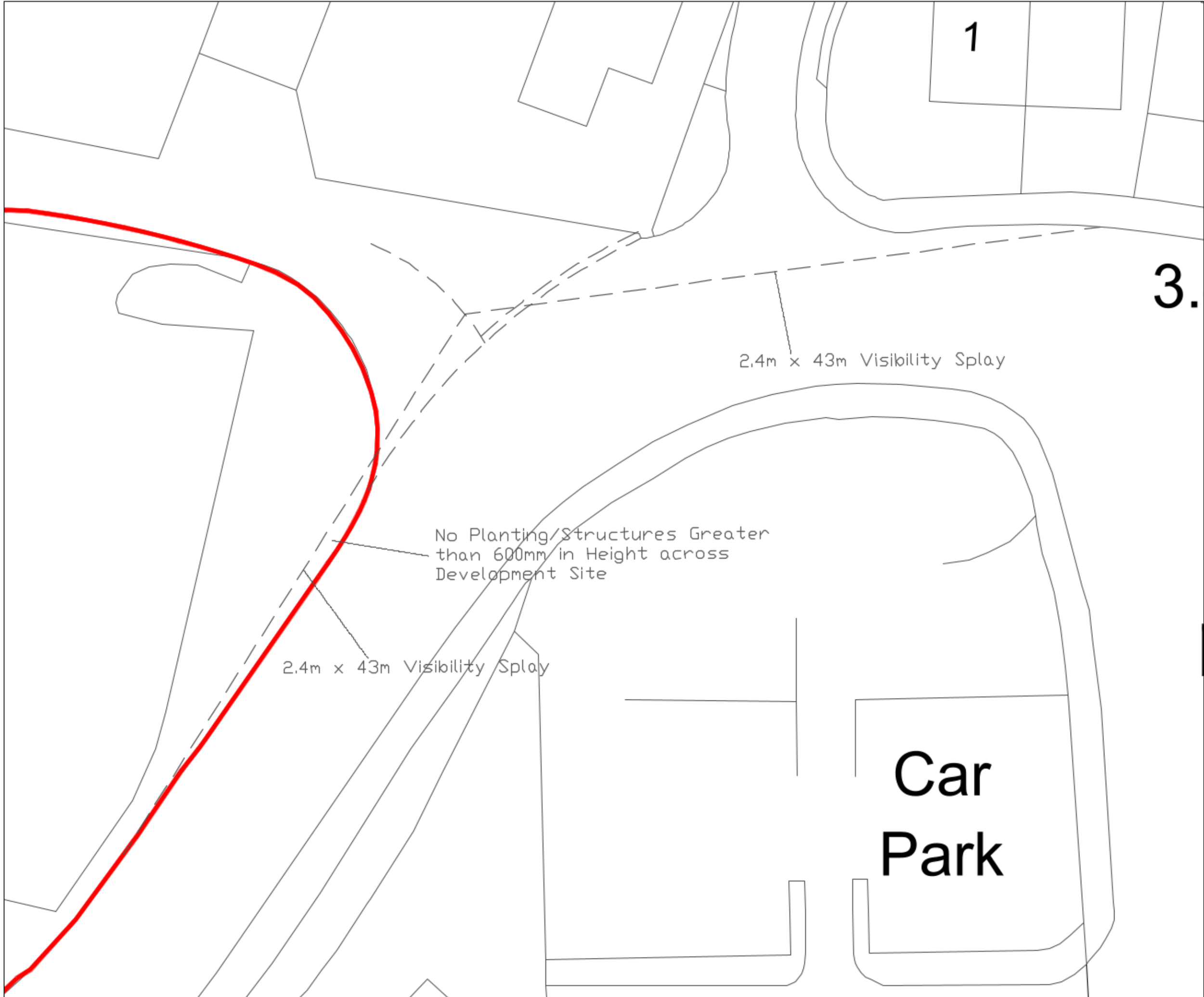
Drawn by: KAT

Revision: -

Checked by: MAK

Date: 16/10/25

APPENDIX F



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22587-01

Bocca, Spalding

Drawing Title

2.4m x 43m Visibility Splays at Kings Road Priority Junction

Scale at A3

1:250

Drawn	KAT	Approved	MAK
Check	KAT	Date	31/10/25

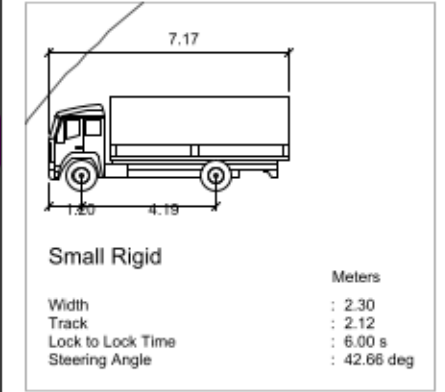
SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959

APPENDIX G



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WRITTEN DIMENSIONS SHALL BE USED

NOTES



Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22587-01 REV B

Bocca Felice - Spalding
Drawing Title

Vehicle Swept Path Analysis 7m Service Vehicle
--

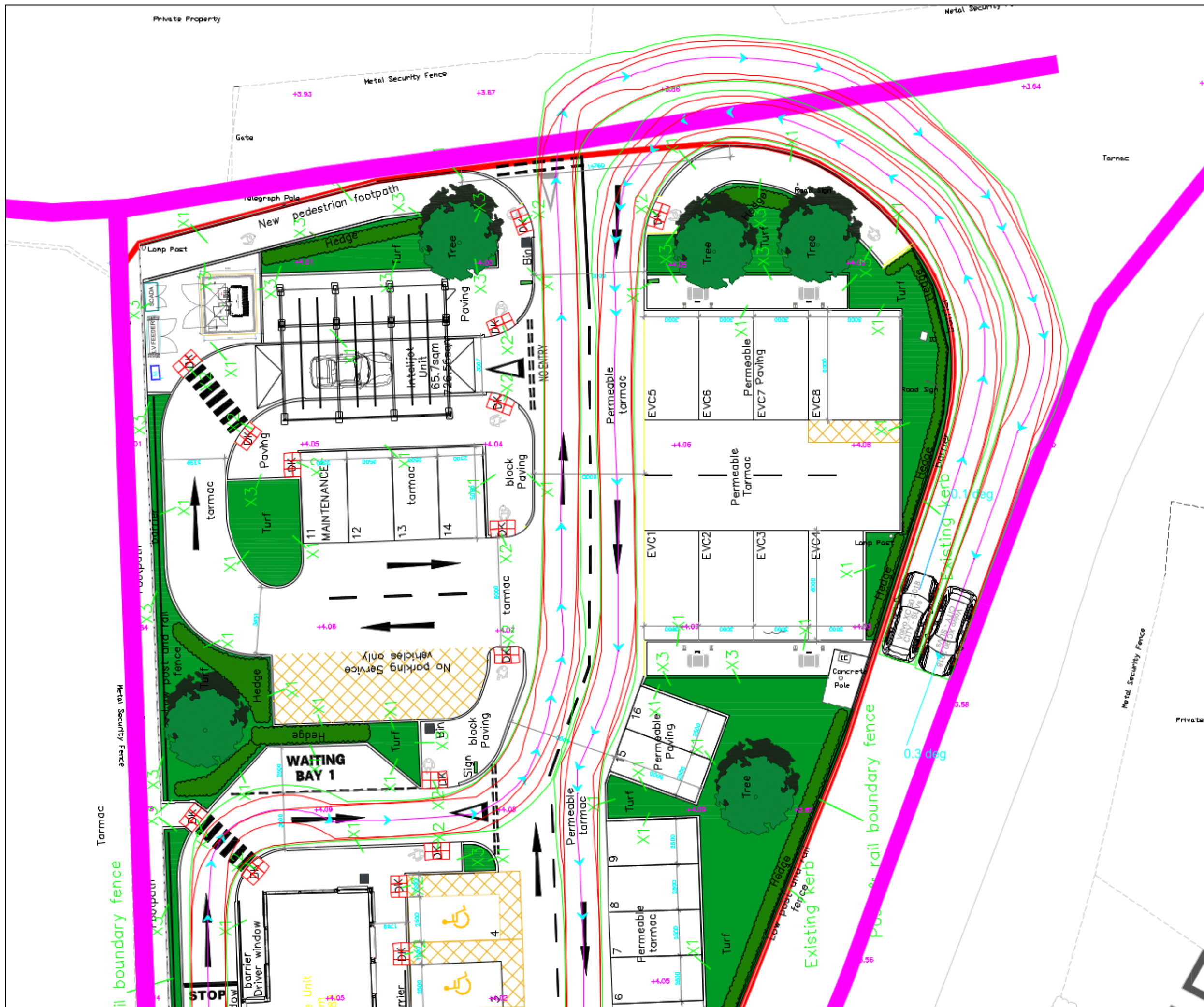
Scale at A3
1:200

Drawn	Approved
KAT	MAK

Check	Date
KAT	11/11/25

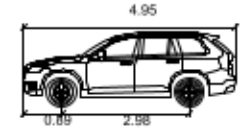
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Fax (0161) 236 7959





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WRITTEN DIMENSIONS SHALL BE USED

NOTES



Volvo XC 90 2018

Width	Meters
Track	2.01
Lock to Lock Time	1.86
Steering Angle	6.00 s
	35.65 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22587-02 REV B

Bocca Felice - Spalding
Drawing Title

Vehicle Swept Path Analysis Large 4x4 Private Car
Scale at A3

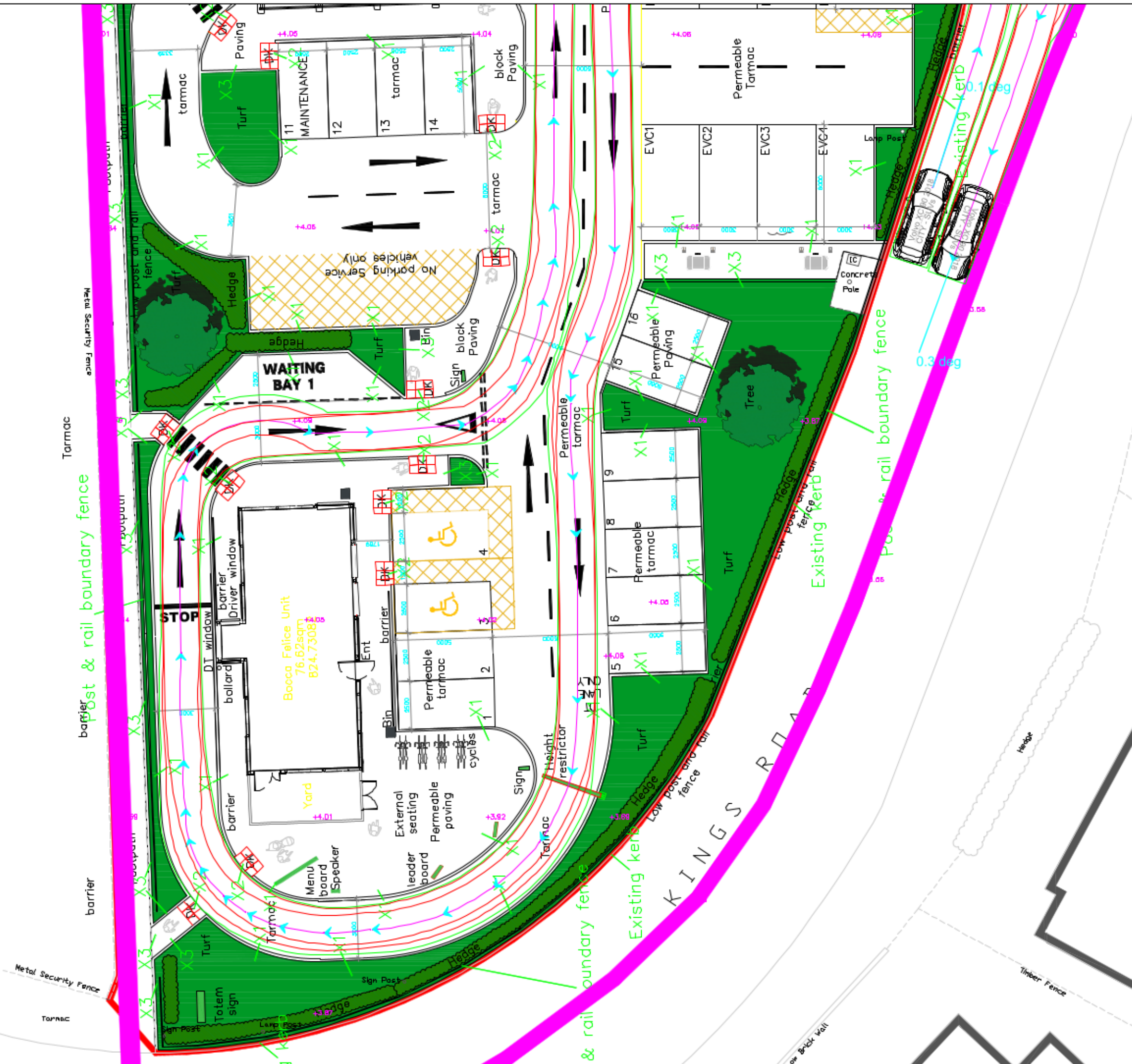
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Drawn	Approved
KAT	MAK

Check	Date
KAT	11/11/25

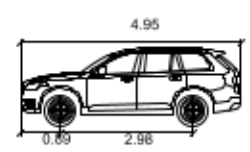
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THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES



Volvo XC 90 2018

	Meters
Width	: 2.01
Track	: 1.86
Lock to Lock Time	: 6.00 s
Steering Angle	: 35.65 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22587-03 REV B

Bocca Felice - Spalding

Drawing Title
Vehicle Swept Path
Analysis
Large 4x4 Private Car

Scale at A3
1:200

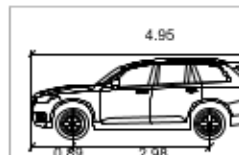
Drawn	Approved
KAT	MAK
Check	Date
KAT	11/11/25

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NOTES



Volvo XC 90 2018

Width	: 2.01
Track	: 1.86
Lock to Lock Time	: 6.00 s
Steering Angle	: 35.65 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22587-04 REV B

Bocca Felice - Spalding

Drawing Title

Vehicle Swept Path
Analysis
Large 4x4 Private Car

Scale at A3

1:200

Drawn

KAT

Approved

MAK

Check

KAT

	Date
--	------

11/11/25

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APPENDIX H

TRICS 7.10.2

Trip Rate Per Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 06 - HOTEL FOOD & DRINK
Category J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES

Selected regions and areas:

6 WEST MIDLANDS
WK WARWICKS+ 1 days

This section displays the number of survey days per TRICS/AE sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range 420 to 420 (units: sqm)
Range Select 125 to 420 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 1 days

Directional A 0 days

This data displays the total additional whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	0
Edge of Town	0
Suburban Area	0
Edge of Town	0
Neighbourhood	0
Free Standing	1
Not Known	0

This data displays Edge of Town Suburban Area Neighbourhood Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	0
Commercial	0
Development	0
Residential 2	0
Retail Zone	0
Built-Up Zone	0
Village	0
Out of Town	1
High Street	0
No Sub Category	0

This data displays Industrial Zone Development Residential Retail Zone Built-Up Zone Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 1 days

This data displays which can be found within the Library module of TRICS/AE.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 5 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days

This data displays within a radius of 5-miles of selected survey sites.

Travel Plan:

No 1 days

This data displays and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Pre: 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 WK-06-J-01 STARBUCKS WARWICKSHIRE
A46 WARWICK BY PASS
BUDBROOKE SERVICES
NEAR WARWICK
Free Standing (PP56 Out of Town)
Out of Town
Total Gross floor area: 420 sqm
Survey date: WEDNESDAY 25/09/2019 Survey Type: MANUAL

This section displays the selected the day of the week and whether the survey was a manual classified count or an ATC count.

TRIP RATE for FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00						
01:00-02:00						
02:00-03:00						
03:00-04:00						
04:00-05:00						
05:00-06:00						
06:00-07:00	1	420	7.143	1	420	5.238
07:00-08:00	1	420	9.524	1	420	7.857
08:00-09:00	1	420	8.81	1	420	8.333
09:00-10:00	1	420	12.857	1	420	13.095
10:00-11:00	1	420	9.762	1	420	8.81
11:00-12:00	1	420	8.095	1	420	7.619
12:00-13:00	1	420	11.905	1	420	7.857
13:00-14:00	1	420	9.524	1	420	10.476
14:00-15:00	1	420	5	1	420	6.19
15:00-16:00	1	420	9.524	1	420	10
16:00-17:00	1	420	9.524	1	420	9.762
17:00-18:00	1	420	7.381	1	420	10
18:00-19:00	1	420	5.238	1	420	5
19:00-20:00	1	420	1.19	1	420	4.286
20:00-21:00	1	420	0.476	1	420	1.429
21:00-22:00	1	420	0	1	420	0
22:00-23:00						
23:00-24:00						
Daily Trip Rates:			115.953			115.952
						231.905

Parameter summary

Trip rate per 420 - 420 (units: sqm)

Survey date: 01/01/15 - 15/05/22

Number of w 1

Number of S 0

Number of S 0

Surveys auto 0

Surveys man 0

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.