

Burrell, Becky

From: Niland, Mark
Sent: 04 August 2025 12:33
To: _planningadvice
Subject: FW: Land at Horseshoe Road

Hi,

H16-0515-25 - Land at Horseshoe Road

Can the comments from highways please be captured into the DIP. 6COR

Thanks
Mark

From: Samantha Legg <Samantha.Legg@lincolnshire.gov.uk>
Sent: 30 July 2025 15:38
To: Niland, Mark <Mark.Niland@sholland.gov.uk>
Subject: RE: Land at Horseshoe Road

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Hi Mark,

I have responded in red below.

Kind regards
Sam

Samantha Legg
Principal Development Management Officer
Lincolnshire County Council
County Offices, Newland, Lincoln LN1 1YL

Phone: 01522 782070
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Teams: [Chat with me](#)
Website: www.lincolnshire.gov.uk



From: Niland, Mark <Mark.Niland@sholland.gov.uk>
Sent: 17 July 2025 19:42
To: Samantha Legg <Samantha.Legg@lincolnshire.gov.uk>
Cc: _planningadvice <planningadvice@sholland.gov.uk>
Subject: Land at Horseshoe Road

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Hi Sam,

H16-0515-25 - Land at Horseshoe Road

I have had a meeting with the agent today about this site. They are going back and collating/re-designing some elements of the scheme following your comments. But a couple of points I said we would approach you about, I hope you don't mind

1. Parking for plots 39 & 38, 66 and the maisonettes will not work – residents will park on the road for convenience.
 - Are we content that these plots would be safe and meet manoeuvrability (the only issue is proximity to dwelling) **If vehicles are parked on the road instead of their parking spaces away from the dwellings, then in some situations it will not be safe – such as 66 at the junction. Plots 38 & 39 doesn't cause me as much concern as it's toward the end of the site boundary.**
2. The large footway expanse at the junction is unnecessary – it should be reduced and street trees incorporated.
 - The applicant wants to know if this is a highway safety issue. **We would not want to adopt such a large expanse of tarmac when it isn't necessary – not a highway safety issue.**
3. Foul drainage should not discharge into the Riparian ditch on the northern boundary
 - This topic has had some push back from the applicant (like in the meeting the other day) are you able to provide some reasoning please that we can apply when challenged by applicants.
The main issue from LCC is the maintenance arrangements – If residents do not manage then it could have a knock-on effect on the drain. There will be water quality issues if they are not correctly maintained before entering the Riparian drain. What happens with the potable water – from washing machines etc? This could affect the capacity of the drain.
4. The applicant is also raising the question about street lighting, to the main road, suggesting its not required on other developments, we are happy to insist but just need a bit of further reasoning so we can push back.
Internally it is not essential but would be required on the principal classified road – this a 'C' class road.

All of the other points (inc. oversized pipes and attenuation as well as the travel plan) are going to be looked at by them, so hopefully we'll get something across to you in due course.

One thing which would really help is if you were able to set out the obligation requirements for the towards the SWRR. The applicant has provided some viability arguments, and we need to know the heads of terms before we can send off for independent assessment.

£6075 X 76 = £461,700.00 contributions towards SWRR.

2 x bus stops required on Broadway £2500, the northbound side of the road would benefit from a bus shelter, this would cost approx. £10,000 to implement and there is sufficient space to enable installation. On the southbound this wouldn't be necessary as the service loops back once going through The Circus.

To encourage modal shift, we would like to see a discounted fare scheme implemented that would enable residents' free access to the bus service for one year. An annual pass would be approximately £900-930 per dwelling, with total cost of approx. £70k for the development should all residents take up the offer.

To enable the long-term sustainability of this bus service we would suggest an ask of £1000 per dwelling (£76,000 total) to support its operational delivery.

Kind Regards

Mark

Mark Niland | Planning Officer | South Holland District Council

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www.sholland.gov.uk



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