

To: South Holland District Council

Application Ref: H16-0515-25

Proposal: **Residential development of 76 dwellings and associated infrastructure**

Location: **Land at Horseshoe Road, Spalding, PE11 3JB**

With reference to the above application received 4 June 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

Layout

- Cycle storage to be provided for every unit that does not have a garage.
- A 2m footway is proposed along the site frontage on Horseshoe Road. A 2m footway will not fit in on the bend where it meets the existing footway, the road will need to be realigned to achieve the 2m and this will be done under a Section 278 Agreement. This will also involve the removal of a highway tree – a condition will be applied to any planning consent that a replacement highway tree is planted.
- It has been agreed that the Developer will undertake a Speed survey whilst the planning application is live so we can ascertain whether the speed limit will be reduced to a 30 or 40 limit.
- Edge Lanes are to be incorporated into the design to restrict the number of turning heads and improve connectivity.
- Carriageways should go up to the site boundaries so as we do not have a ransom strip issue in the future.

- The traffic calming measures should only be a change in surface not raised.
- The widths of the footways and carriageways should be detailed – it is not clear why the two footways coming into the site are different widths.
- Refuse collection points to be detailed for private drives.
- Visibility at the main access to be detailed in accordance with Manual for Streets.
- Linear parking to be broken up with low level planting.
- Parking for plots 39 & 38, 66 and the maisonettes will not work – residents will park on the road for convenience.
- The large footway expanse at the junction is unnecessary – it should be reduced and street trees incorporated.

Drainage & flood risk

- Foul drainage should not discharge into the Riparian ditch on the northern boundary – this is not acceptable.
- We have concerns as the adjacent property on the western boundary has been constructed at existing ground level, but the proposal is to raise the floor levels by 900mm here – what mitigation is proposed? Why are ground levels being raised?
- Oversized pipes are not acceptable, more above ground attenuation is required. This is not a SuDs design, and it will be accepted without SuDs being incorporated into the site. The filter trenches will make no difference, and a revised design is required.
- The ditch on the northern boundary is Riparian – expensive to maintain and it should be incorporated into the maintenance regime for the Management Company once SuDs has been included in the drainage strategy.

Connectivity

- The location Plan does not show a land ownership/blue line. Do Seagates own the land to the south of the site?

Please be aware that this development will be subject to contributions towards the Spalding Western Relief Road through a Section 106 Agreement.

The Traffic Regulation Order for the Speed limit extension will also form a Section 106 Agreement.

The Travel Plan is to be revised and submitted for approval in line with the comments send direct to the Local Planning Authority.

Case Officer:

Samantha Legg

Date: 2 July 2025