



Development Management
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To: South Holland District Council

Application Ref: H16-0584-25

Proposal: **Hybrid application: Full planning application for the erection of 160 dwellings and associated infrastructure, demolition of existing buildings and outline planning application for the erection of up to 274 dwellings**

Location: **Land off Monks House Lane, Spalding, PE11 3LH**

With reference to the above application received 1 July 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

It would be desirable to provide a link from the north-east corner of the proposed development to Spalding Public Footpath No 2.

Visibility should be demonstrated for all access points onto Monks House Lane and they should be in accordance with Manual for Streets.

A frontage footway is detailed set back on Monks House Lane this should also include street trees along Monks House Lane. A footway should be provided all the way up to Bourne Road Traffic lights, particularly as this land is allocated for a school.

Discussions are ongoing about the proposed crossing on Monks House Lane as to what sort of crossing would meet policy or whether it would be better to install build outs along Monks House Lane to change the street scene instead whilst making it easier to cross. Further correspondence will be sent to the LPA when we have concluded internal discussions.

The existing footway/cycleway on Monks House Lane will need upgrading to a segregated use and continued along Monks House Lane to connect the site. A Copenhagen Crossing should be installed at the junction of Pennygate and Monks House Lane along with the realignment of the tactiles so that they are on the desire line.

The street lighting on Monks House Lane will need to be reviewed and upgraded where necessary.

No widths have been detailed on the site plan.

The tree lined entrance road is good but other than that there is very little in the way of tree lined streets. At the end of the tree lined entrance there will be a mass of tarmac at the radius of the junction this isn't necessary. The short section of segregated footway/cycleway that will connect to the land for a future school should continue through the development.

The central area is very confusing and an odd layout with all linking footways – a better design is required to incorporate the continuation of the segregated footway/cycleway. Vehicles will overrun these areas.

The shaded areas should only be a change in surface there should be no raised areas.

Some driveways need to be lengthened so that they can accommodate vehicles without overhanging the footway.

Linear parking should be broken up with low level planting.

Boundary treatments around parking courts should be open and they should be overlooked.

Tactile crossing points have not been detailed on the site plan.

Secure cycle parking should be provided for each dwelling that doesn't have a garage and also close to the children's play area.

There are opportunities to connect better from Phase 1 to phase 2. They are only showing one vehicle access through. Reference is made to shared surface roads when they are private drives. These could actually be shared surface roads or edge lanes connecting through to the outline site.

Plots 136, 137, 139, 140 – the access to these plots will be a mass of parking and vehicles will park on the footway. This area needs to be redesigned.

Refuse collection points need to be detailed.

Flood risk and drainage

There have been flood risk issues with Vernatt's Drain – this needs to be investigated and detailed in the FRA.

Drainage needs to be detailed for the whole site – full and outline.

The existing watercourse that runs through the site and is proposed for discharge – is this Riparian or IDB maintained?

Private water should not drain into the sws.

Clarification is required as to the extent of what is classed as Brownfield Land – I do not think that all of Phase1 should be classed as Brownfield.

Urban creep 10% needs to be added to the calculations.

This is not a SuDs design and will not be accepted. There needs to be more above ground attenuation. Gravity swales could be incorporated instead of filter strips. We would not accept such large pipes that are detailed and we would never adopt them (1200mm/1500mm are unacceptable). They would definitely require a commuted sum.

Unsightly headwalls with railings are not something we would accept.

We offer a free pre-app service which should have been utilised. Such a large development requires careful planning with SuDS being considered at the same time as the layout. We really encourage early engagement prior to submitting any formal planning.

This development will require contributions to the Spalding Western Relief Road. The figure required is £2,948,162.00.

Case Officer:

Samantha Legg

Date: 22 July 2025