

Holbeach Road, Spalding

Highways Technical Note

Response to Highways Comments from Lincolnshire County Council

Planning Application Reference: 25/0704/FUL

29th October 2025

AMA Project Number: 22428/AMM

INTRODUCTION

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to highways comments received from Lincolnshire County Council (LCC) in relation to the Transport Assessment (TA) and Travel Plan (TP) submitted for the proposed food store and drive-thru, along with all associated works and access.

LLC COMMENTS AND APPLICANT'S RESPONSES

For ease of reference, this Note provides responses to each comment in the same order as the LCC Consultation Response, a copy is attached at [Appendix A](#).

LCC COMMENT 1 – PROPOSED SITE ACCESS

We have significant concerns about the access arrangements. Pre app discussions were based on different access arrangements.

The A16 roundabout improvement scheme designed Ghost Island Right Turn Lane for residential use and is as existing. It is not built to DMRB standard. Stacking is not available for service vehicles expected to visit the site. There is the potential for vehicles to back up over the roundabout - capacity concerns.

There is significant highway signage that will need moving to accommodate the access – this has not been addressed and relocation details provided. The street lighting may also need moving.

The vehicle movements exiting the site has the potential to cause capacity issues on the A151 at peak times. There is limited space to manoeuvre into the right-hand lane to take the 3rd and 4th roundabout exits.

AMA RESPONSE 1 – PROPOSED SITE ACCESS

While it is noted that the access junction doesn't comply with DMRB in terms of the length of the ghost island right-turn facility, it is still considered acceptable in this location. This is due to the proximity of the site access junction to Springfield Roundabout. A 50m ghost island right-turn facility is typically required on a 40mph road which is required for deceleration. Drivers entering the right-turn ghost island facility in this location will be exiting Springfield Roundabout, therefore, a 50m length is not required. A 38m ghost island facility in this location is considered appropriate given that it's similar to the 35m requirement for a 30mph speed limit. Vehicles exiting Springfield Roundabout onto the A151 Holbeach Road are likely to be travelling at 30mph before accelerating towards the 40mph speed limit as they continue north-eastbound on the A151 Holbeach Road.

In terms of stacking spaces for a HGV waiting to turn right into the site, 38m is more than sufficient given that a max legal articulated HGV is 16.5m long.

Items such as relocating signage and street lighting can be dealt with at the detailed design stage.

There are two approach lanes to Springfield Roundabout. A vehicle turning left from the site access to either of the roundabout approach lanes is not considered unusual or unsafe. The junction modelling presented within the submitted TA shows that the predicted queue on the A151 Holbeach Road eastern approach in

the 2030 Base + Development future year scenario is 2 pcus in all three peak periods. On this basis, it is unlikely that drivers exiting the site access would result in capacity issues.

LCC COMMENT 2 – PEDESTRIAN AND CYCLE ACCESS

We also have concerns with pedestrian and cycle movements over the A16.

AMA RESPONSE 2 – PEDESTRIAN AND CYCLE ACCESS

In relation to pedestrian and cycle movements across the A61, there are facilities that have been incorporated into the upgraded Springfield Roundabout. The facilities comprise uncontrolled pedestrian crossing points across the splitter islands with dropped kerbs and tactile paving. These facilities are considered appropriate to accommodate the likely demand.

LCC COMMENT 3 – ACCIDENT DATA, INTERNAL LAYOUT AND HGV TRACKING

The Transport Assessment does not address safety and the accident data detailed is out of date. Concerns internally with queuing – particularly with it being a Drive Thru and how they operate. There should be a right turn lane internally to the Coffee Drive Thru so that queues internally do not back up into the highway.

The tracking is unworkable at peak hours as HGV's will need to take up both lanes exiting the site. The swing that is needed can't be achieved on the access road without moving the stone pillars – we need security that they can be moved.

AMA RESPONSE 3 – ACCIDENT DATA, INTERNAL LAYOUT AND HGV TRACKING

The personal injury collision data included within the TA was the latest available due to the works that were happening for at Springfield Roundabout.

The distance from the site access on Holbeach Road and the entry to the drive thru lane is approximately 93m. This distance could accommodate 16 vehicles without blocking back onto the adopted highway which is considered more than sufficient for any spikes in demand.

The site will have a delivery strategy in place that ensures that HGVs arrive outside of the peak periods. The stone pillars will be removed / relocated as they conflict with the eastern carriageway edge of the proposed site access road.

CONCLUSION

In conclusion, the additional information and responses to each of the points raised within this note should allow the planning application to be acceptable in highways terms.

APPENDICES

Appendix A – Lincolnshire County Council Consultation Response

Appendix A
Lincolnshire County Council
Consultation Response

Development Management
Lincolnshire County Council
County Offices
Newland
Lincoln LN1 1YL
Tel: 01522 782070
developmentmanagement@lincolnshire.gov.uk

To: South Holland District Council

Application Ref: H16-0692-25

Proposal: **Development of site to provide a food store and drive-thru, along with all associated works and access**

Location: **Land to the south of Holbeach Road, Spalding, Lincolnshire, PE12 6JP**

With reference to the above application received 29 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

We have significant concerns about the access arrangements. Pre app discussions were based on different access arrangements.

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roundabout exits.

We also have concerns with pedestrian and cycle movements over the A16.

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Flood Risk Assessment and Drainage Strategy

What are the maintenance arrangements for the Riparian watercourse?

In order to enable development, it will be necessary to fill in the section of ditch within the east of the site. The drain is shown by Ordnance Survey mapping to begin within the adjacent landholding; however, this is not supported by the topographical survey, and it is possible that the upstream section outside of the site does not exist.

If it exists, it may be necessary to intercept flow from the short section of ditch upstream, outside of the site, and to route it around the proposed building, back into the watercourse at a point downstream. The potential diversion route is indicated in drawing 1506-54-05-02. The works to the ditch will be subject to the granting of a Land Drainage Consent by the IDB – This needs to be addressed now or will form part of a drainage condition.

The layout has not been considered at this stage apart from the access road/queuing issues as all the above needs to be resolved first.

Travel plan comments sent direct to the Planning Officer – changes are required.

Case Officer:

Samantha Legg

Date: 4 September 2025