

HIGHWAY AND LEAD LOCAL FLOOD AUTHORITY RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Holland District Council

Application number: H16-0692-25

Application Type: Full - Major

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

Response Date: 2 July 2026

Response by: Samantha Legg

This report includes the Substantive response of the Local Highway and Lead Local Flood Authority to a planning consultation received under the Development Management Order and includes details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement.

General Information and Advice

Please note that although the Definitive Map and Statement proves the existence of any recorded rights of way, there may be further or higher rights that are not shown on this document that the County Council is not currently aware of. This would be especially relevant where the public has had informal access to the site or where there are references to routes across this in maps or other historic documents. As the County Council has received no application to recognise further rights of way affecting the site, no more informed guidance can be offered at this stage.

Highway and Lead Local Flood Authority Report

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Recommendation:

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

No objection subject to:

- (a) Planning Conditions and Informatives
- (b) S106 requests and highway improvements outlined below:

In order to successfully monitor a Travel Plan the Highways Authority requires a monitoring fee (secured through a Section 106 agreement) to be paid by the developer/occupier to coordinate and complete the monitoring process over the lifetime of the Travel Plan. The current charge is £1,000 per annum over 5 years. Total £5000.00.

Highway improvements – access improvements from the A16 slip and exit improvements onto the A151, footway construction with associated drainage to include the installation of tactile crossing points, appropriate signage and street lighting.

Introduction/Site Location

Development of the site to provide a food store and drive-thru, along with all associated works and access at Land to the south of Holbeach Road, Spalding, Lincolnshire, PE12 6JP. The site is located 2.5km from Spalding Town Centre and close to Springfields Roundabout. The proposal is for a Marks & Spencer Food store and a Costa Coffee Drive Thru. Spalding Public footpath No.1062 runs on the southern side of the red development boundary but it does not appear to be affected. The site is not allocated in the Southeast Lincolnshire Local Plan.

Site Layout

Lincolnshire County Council had significant concerns with the original design specifically the access arrangements and pre-app discussions were based on different access arrangements. The A16 roundabout 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 and there was potential for vehicles to back up over the roundabout. A Stage 1 Road Safety Audit was submitted and scrutinised by Engineering experts and Lincolnshire Road Safety Partnership. After several discussions and meetings between said specialists, the Local Planning Authority and the Applicant/consultants it was agreed to revert back to the access arrangement to that was put forward at pre-app stage. The site access is from the A16, and the exit is onto the A151. The only vehicles that will use the access from the ghost island right turn lane off the A151 will be those existing movements to the existing

Hotel. Exiting vehicles onto the A151 will only be able to turn left. A stage 2 Road Safety Audit will be conditioned.

The parking numbers are acceptable in accordance with the Southeast Lincolnshire Local Plan. Detailed design of the access/exit/highway improvements will be subject to technical checking through the Section 278 process, and the access bell mouth will be adopted by Lincolnshire County Council.

The main concern with drive-thru's is the queuing associated with the drive-thru extending back to the highway. The layout is such that there is a lot of queueing space (>20veh) in the site before it reaches the highway, so this does not cause concerns.

Existing Conditions

The site is near to the Springfields Roundabout where the existing McDonalds already has issues – it is very busy at certain times of the day for vehicles to exit McDonalds. The existing Ghost Island Right Turn Lane is only constructed for residential use not to DMRB standards. The construction standard is very good.

Highway safety

The Transport Assessment contains information on accident data, of the three serious collisions, it was recorded that zero collisions involved a pedestrian and two involved a pedal cycle. This data was out of date – we can see that there has been one slight accident involving two vehicles at the existing access from the A151, another slight accident involving two vehicles between the A151 access and McDonald's access on the eastbound side of the carriageway and five slight accidents at the McDonald's access onto the A151 (Four involving two vehicles and one involving three vehicles). The changes to the access arrangements will not exacerbate the accident data as the access into the site has been moved away from the A151 and exiting vehicles from the site can only turn left when leaving the site onto the A151. There is no accident history on the affected part of the A16, Low Road where vehicles will access the site.

The deliveries to the coffee drive-thru will be a by a much smaller vehicle. In terms of deliveries to the food retail store, drivers will be told that they have to use the A16 left in only access. This will be dealt with by way of Servicing and Delivery Management Plan through a planning condition.

A condition will be required to provide signage details of how the site will be signed. It is our preference to help encourage HGV's to use the slip road off the A16.

We raised concerns about pedestrian and cyclist movements and that they can safely access the site - pedestrians can cross the A151 Holbeach Road at the splitter island on the eastern approach to Springfield Roundabout.

The site access has been assessed with swept path analysis using a 16.5m max legal articulated HGV. The site access on Holbeach Road has been amended to ensure that the manoeuvre is very tight to deter delivery vehicles from entering the site via this point. Furthermore, servicing will only take place via the left in only access from the A16 Low Road.

Highway capacity

The Transport Assessment submitted in support of this application identifies that the junctions assessed will operate within capacity with the proposed development.

There is no precise definition of "severe" with regards to NPPF Paragraph 116, which advises 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 would be severe." Planning Inspector's decisions regarding severity are specific to the locations of each proposal, but have common considerations:

- The highway network is over-capacity, usually for period extending beyond the peak hours
- The level of provision of alternative transport modes
- Whether the level of queuing on the network causes safety issues

In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

Travel Plan

The National Cycle Route 12 is located approximately 2.5km (10-minute cycle time) to the southwest of the site. The National Cycle Route 12 runs alongside the River Welland in a general north/south alignment providing access to Crowland.

Bus stops are situated outside of the recommended walking distance from the site – approximately 650m from the northern site access, located on the A151 Holbeach Road and within Springfields Outlet. The Town service only goes into Springfields where it turns around to head back into Spalding. The 505 Spalding – Kings Lyn carries on down Holbeach Road, however implementing bus stops here would likely require a significant amount of engineering, particularly on the side of the proposed development as there is on footpath etc. It would not be safe to deploy buses here as it would cause significant road traffic issues if buses stopped here, just after/before the roundabout and entrance/exits.

Cycle parking provision will be dealt with via a planning condition – the inclusion of this service is integral to promote and encourage Active Travel and reduce car dependency.

The Travel Plan submitted provides a clear and well-structured Travel Plan that demonstrates an understanding of national and local policy requirements, including Lincolnshire County Council's Travel Plan Guidance – whilst some changes are required these can be dealt with upon the monitoring with Lincolnshire County Council.

Flood Risk and Drainage

The majority of the site is at a 'very low' risk of flooding from surface water. This is to be expected, as the site and surrounding land is relatively flat, therefore there is limited potential for significant runoff into the site from outside. The mapping suggests a potential 'low' risk of flooding is indicated along the route of the swale to the west of the site and the Ordinary Watercourses to the south of the site, and a 'medium' risk of flooding is indicated around the drain in the east of the site. A small, isolated area in the south of the site is also shown to be at a 'medium' risk of flooding.

The site is within the South Hollands Internal Drainage Boards District and so IDB Byelaws apply. The drainage proposals are subject to Land drainage consent being granted. The existing system that was built by Lincolnshire County Council as part of the Springfield Project has not been designed to accommodate any additional discharge from this proposed development. The IDB were paid by Lincolnshire County Council to increase the discharge for the project. The applicant would be required to do this also. The drainage proposal for this site was to discharge over the A151 to the ditch north of the site however we insisted that no connection should be made here as the open water course was filled in under the agreement for the Springfields project. There is a substantial structure with a concrete encased culvert. This goes east out of the new culverted section past McDonald's, where there is a 1500mm diameter culvert owned by the IDB and this is decaying fast at the waterline. We requested that discharge be made to the new 2100mm diameter manhole bordering the site on the north-west boundary. A flow control device is to be installed as part of the proposal and this manhole connects to the IDB watercourse in the centre of the roundabout.

I have contacted the IDB to seek clarification that gaining Land Drainage Consent is merely a paperwork exercise that the site is subject to and that there is no reason why this wouldn't be granted, unfortunately I have not had a response from them. This will be included within a condition to ensure that they achieve the required consent. We need to have confidence in the discharge and security is key for a full application as without this we cannot approve the drainage.

Off-Site Improvements

Access improvements from the A16 slip and exit improvements onto the A151, footway construction with associated drainage to include the installation of tactile crossing points and appropriate signage & street lighting to be agreed.

Planning Conditions:

Highway Condition

A Servicing and Delivery Plan for the operation and construction of the proposal shall be submitted in writing to the Local Planning Authority for approval. The Plan shall include details of the route to be taken by delivery vehicles to access the site and measures to ensure that accessing vehicles enter from the A16 and exit onto the A151.

Reason: In the interests of the safety and free passage of those using the public highway.

Highway Condition 21

No part of the development hereby permitted shall be commenced (until the works identified on drawing number 19627-THPW-00-XX-DR-A-1000 Rev I) before the works to improve the public highway (by means of access improvements from the A16 slip and exit improvements onto the A151 with associated drainage and to include the installation of tactile crossing points, appropriate signage and street lighting) have been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on verified groundwater levels and seasonal variations, as evidenced through on-site monitoring conducted over a six-month winter period;
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to a rate agreed with the IDB;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.
 - Provide confirmation that the Land Drainage Consent with the IDB has been secured.

No dwelling/ no part of the development shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Highway Condition

No development shall take place until a Stage 2 Road Safety Audit for the Access and egress arrangements including signage and street lighting has been submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure the permitted development is accessed safely and that all matters relating to Health & Safety are responded to accordingly.

Highway Condition

To encourage and promote Active Travel for staff and visitors secure cycle parking provision should be provided on site and details shall be submitted to the Local Planning authority for approval. The secure cycle parking should then be installed on site prior occupation and maintained on site in perpetuity.

Reason: the inclusion of this service is integral to promote and encourage Active Travel and reduce car dependency in accordance with the requirements of the National Planning Policy Framework.

Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- wheel washing facilities;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

Reason: In the interests of the safety and free passage of those using the adjacent public highway and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction.

Informatives

Highway Informative 07

The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority.

For further guidance please visit our website: <https://www.lincolnshire.gov.uk/adopting-improving-roads-footpaths>

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit the Highway Authority's website via the following link: Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Officer's Name: Samantha Legg

Officer's Title: Principal Development Management Officer

Date: 2 July 2026