

Application H16-0767-23: Proposed care home at Churchgate, Spalding

Representations by PEDALS – Spalding's Cycle Action Group

Cycle Parking:

There is conflicting information about how many cycle parking spaces are proposed. Paragraph 4.26 of the Transport Statement states 4 short stay and 15 long stay. Paragraph 4.8 of the Planning Statement states 14 spaces. Paragraph 5.33 of the Planning Statement states 10 spaces. The Planning Statement justifies a number lower than the Local Plan requirement partly by reference to the availability of public transport. However, it fails to recognise the limited hours and days of operation of local bus services, whereas a care home employs staff at all hours and on every day.

Cycle parking should be provided at least to the standard required by the Local Plan. Also, the design of the home should be modified slightly to include shower and changing facilities available for use by staff who cycle to work. This should be close to the staff entrance door, which is near to the long-term cycle park. Paragraph 8.5.7 of the Local Plan refers.

The charging facilities for electric cars are noted. Why not also charging facilities for electric bicycles?

If the Council is minded to grant permission, please impose conditions which:

- Require the submission of full details of the number (in accordance with Policy 36 of the Local Plan) and design of the short-term and long-term cycle parking facilities, including the means of covering and security of the long-term spaces. No development to be started before the approval of those details.
- Require the approved cycle parking facilities to be completed and available for use before the care home is brought into use, and to be always kept available for the approved use.
- Require the modification of the design of the home to include shower and changing facilities available for use by those who cycle to work.
- Require the provision of at least one charging point for electric bicycles.

Access by bicycle and on foot:

In paragraph 3.6 of the Transport Statement and elsewhere, reference is made to the proximity of the site to the amenities and facilities in the town centre. However, this fails to take account of the complex junctions and traffic flows in the vicinity of the High Bridge. The changes noted in Paragraph 3.22 of the Transport Statement did not include benefits for cyclists or pedestrians. There are no facilities such as advanced stop lines to assist cyclists, nor do the traffic signals include phases for pedestrians to cross the roads.

The proposed care home will add to the number of cycle and pedestrian movements near the High Bridge junctions. Consequently we recommend that if the Council is minded to grant planning permission, negotiations should take place between the Council, the developer and Lincolnshire County Council with a view to the developer making a financial contribution towards the cost of making the High Bridge junctions more user-friendly for cyclists and pedestrians, as well as for motorists.

Roger Smith

21 September 2023