

Our Ref. JOB003832

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27 November 2025

Dear Sir / Madam,

**KFC / TACO BELL, A1175 LINCOLN GATEWAY, A16, SPALDING, PE12 6FY
THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
INSTALLATION OF 2NO. JET WASH BAYS AND ASSOCIATED DEVELOPMENT (PARTIALLY RETROSPECTIVE)**

On behalf of Moonbeam Enterprises Limited ('the Applicant'), we formally apply for partially retrospective planning permission allowing for the installation of 2no. jet wash bays at KFC / Taco Bell, A1175 Lincoln Gateway, A16, Spalding, PE12 6FY ("the Site").

In support of the planning application, please find enclosed a copy of the following information:

- Application Cover Letter dated 27 November 2025 (this letter);
- Application Forms and Certificate A signed and dated 27 November 2025;
- Community Infrastructure Levy (CIL) Form, signed and dated 27 November 2025;
- The following drawings:
 - Location Plan
 - Drawing No. ADIL_MJS_01_G Layout and Elevations
- Highways Note prepared by Dynamic Transport Planning;
- Drainage Note; and
- Silt Trap Details.

The application has been submitted via the Planning Portal with the Reference PP-14523688. The requisite fee of £588 has been paid via the Portal.

THE APPLICATION SITE AND SURROUNDINGS

The Site is located within the northeastern element of the KFC / Taco Bell car park at Lincoln Gateway, A16, Spalding. It measures 0.1 ha in extent and comprises land within the car park serving the restaurants.

The application site comprises an area of hardstanding within an existing provision of parking, adjacent to the drive-thru restaurant unit. The drive-thru unit is supported by a total of 45 parking bays, inclusive of four mobility-impaired standard bays, and four order waiting bays.

A tree and existing landscaping are located within the development area. Existing landscaping at the eastern periphery of the Site screen views of it from the A1175 which is located to the south of the Site.

The Environment Agencies Flood Map identifies the Site as being located within Flood Zone 1 (extract below) and therefore not at risk of flooding for the purposes of achieving a planning permission:

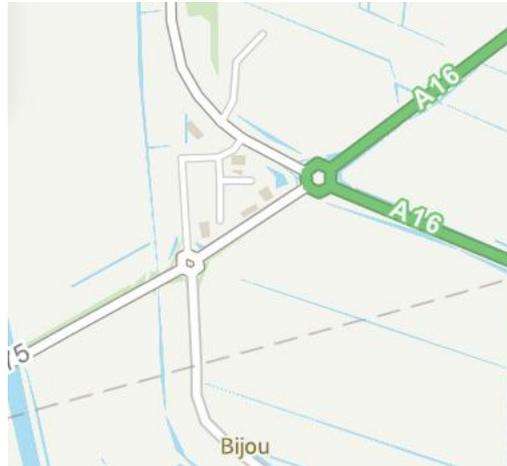


Figure 1 – EA Flood Map Extract

The Site is not listed or within a Conservation Area. It does not include any listed structures, nor is it not located within proximity to a heritage asset which could be affected by the proposed development.

The nearest bus stops are situated 1.6 KM west of the Site on Stennett Avenue. The No 37, 301 and 302. services run from the stop to a series of destinations in the locality.

The closest residential properties are located some 550 meters to the north of the Site at Fen End Lane.

RELEVANT PLANNING HISTORY

We have undertaken a search of the planning history of the Site via the Council's website.

The Site was development pursuant to Planning Permission LPA Ref. H16-0172-21, approved in July 2021 which allowed for *“Construction of a KFC and Taco Bell restaurant / drive-thru (Use Class E / Sui-Generis) with associated vehicular access and drive thru lane, car parking, landscaping and other infrastructure works”*.

There have been no applications for jet washers at the Site. Accordingly, the application subject of this Statement should be determined in accordance with prevailing policy at a local and national level.

PROPOSED DEVELOPMENT

The application proposals are minor in nature comprising the introduction of 4no. jet washes on existing, but underutilised space within the car park in the northwest corner of the Site. It will enable the positive use of an element of land which has become redundant in the overall operation.

The previously approved parking arrangements supporting the drive-thru units totalled 45 spaces. To facilitate the introduction of the proposed washing bays, a total of nine spaces will be removed from the available parking provision. Therefore, 36 parking spaces will remain within the Site.

The jet washes are shown on the proposed elevations. They are typical in appearance of such operations and low in profile.

The jet washes will be located entirely on existing hardstanding and will not result in the loss of any landscaping within or on the periphery of the Site.

No alteration is proposed to the wider vehicular or pedestrian access arrangements to the Site which will continue to be accessed via the wider entrance Applegreen Spalding land to north.

PLANNING POLICY

Given the limited nature of the proposed development, policy considerations linked to the proposed development are limited in nature. Notwithstanding, a summary is provided below.

We consider national policy contained in the National Planning Policy Framework (2024 and as amended in 2025) (NPPF) and the accompanying guidance contained in the Planning Practice Guidance (PPG) relevant to this application.

At a local level, we consider the statutory Development Plan to comprise the South East Lincolnshire Local Plan (2017).

National Planning Policy

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development – performing economic, social and environmental roles. The three roles are independent and need to be mutually supported.

Paragraphs 8 – 11 confirm that at the heart of the NPPF is a presumption in favour of sustainable development. The planning system should therefore promote sustainable development solutions.

Economic Growth

Paragraphs 90-95 state that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Planning decisions should also recognise the specific locational requirement of different sectors.

Transport

Paragraph 116 of the NPPF confirms that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Sustainability

Paragraph 161 confirms that the planning system should support the transition to a low carbon future in a changing climate, including encouraging the re-use of existing resources, such as the conversion of existing buildings.

Local Planning Policy

Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for the Site consists of the following:

- South East Lincolnshire Local Plan (2019)

The South East Lincolnshire Local Plan was adopted in 2019 and comprises the relevant Development Plan against which applications are assessed. The Site comprises an Existing Mixed Use Employment Site on the Proposals Map attached to the Plan:

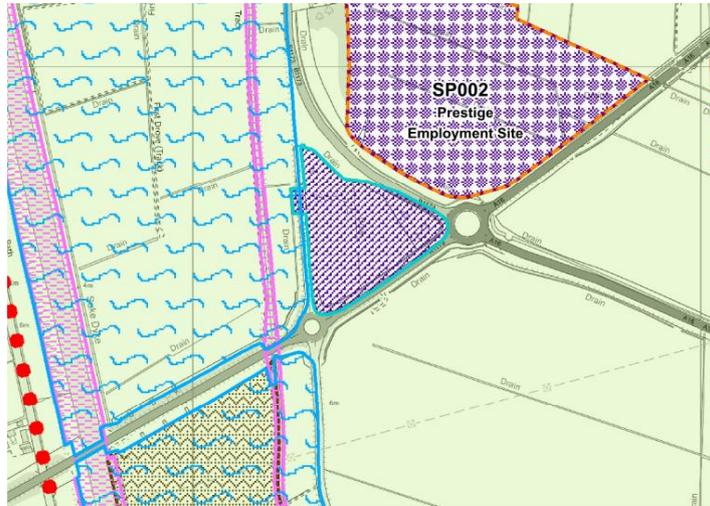


Figure 2 – Proposals Map Extract

We consider the following policies to be relevant in the determination of the application.

- Policy 1 and Figure 3 identifies Spalding as a Sub Regional Centre.
- Strategic Priority 1 is to deliver sustainable development in South East Lincolnshire that seeks to meet the social and economic needs of the area, whilst protecting and enhancing its environment for the enjoyment of future generations.
- Strategic Priority 4 is to provide the right conditions and sufficient land in appropriate locations to help diversify and strengthen the economic base of South East Lincolnshire to meet the needs of existing businesses, to attract new businesses and sources of employment, and to maximise the potential historic and environmental assets can have for sustainable tourism.
- Policy 2 sets out general Development Management principles.
- Policy 3 seeks to ensure high quality design in new development.
- Policy 5 states, permission will be granted for new development provided that developers can demonstrate that there is or will be sufficient physical infrastructure and service needs capacity to support and meet the needs of the proposed development.
- Policy 7 relates to land with employment land allocations. It identifies, *“The Policies Map identifies Main Employment Areas, as listed below, which are reserved for main employment in Classes B1, B2 and B8. On Mixed-use development sites, which incorporate main employment uses under Class B as specified for each site, together with other identified appropriate employment-generating uses, non-Class-B uses will only be supported where the applicant can demonstrate they are ancillary to the effective functioning of the Mixed-Use Area identified #. A master plan will be required for prestige sites identified*. Mixed-use developments, which incorporate main employment uses together with other identified appropriate employment-generating uses, will be supported in Mixed-Use Areas identified.”*
- Policy 36 relates to vehicle parking.

Emerging Planning Policy

In July 2024, the South East Lincolnshire Joint Strategic Planning Committee confirmed there is no requirement to update the Local Plan at this time.

It is therefore clear that the planning application subject of this statement should be considered in accordance with the South East Lincolnshire Local Plan (2019).

PLANNING CONSIDERATIONS

This application seeks permission to allow for the installation of 2no. jet washes at the Site. Given the minor nature of the proposals, planning considerations are limited. Notwithstanding, we make the following observations:

- The proposed development is small in scale and relates to a car park to the north of the KFC and Taco Bell restaurants;
- It is appropriate in accordance with the employment mixed use allocation of the Site via the Development Plan;
- The area is, in effect, redundant land within the wider Site;
- The prevailing role and function of the Site will not be altered via the proposals;
- The primary consideration linked to the application comprises the loss of parking spaces;
- The jet washers will largely be screened by existing landscaping and the KFC / Taco Bell unit at the southern periphery of the Site when viewed from the A1175;
- The appearance of the jet washers is typical of such facilities; and
- The proposed development falls below the Small Site BNG threshold for such an assessment.

In accordance with the above, the proposed development meets the requirements of Policies 2 and 7 of the Development Plan.

Sustainable Economic Development

Sustainable economic development is the cornerstone of the planning system under NPPF. The Site comprises land within the car park at KFC / Taco Bell, Spalding.

The proposed development will comprise a small scale, additional facility within the vehicle car park, making use of redundant land and without detrimental impact on its operation.

The Site is in the optimum location in the context of the proposed development. It is accessible by private vehicle and provides opportunities for linked trips with other uses within the wider area including the roadside facility to the north.

The proposal comprises sustainable economic development, given that it makes use of a space within an existing commercial operation that is serving no purpose.

Given the above, the submission accords with the principles of NPPF and should be treated favourably.

Design

The design and appearance of the jet washers is typical of such facilities. They are low level and will not materially impact on the appearance of the wider Site. As noted above, they will be screened by existing vegetation at its southern boundary when viewed from the A1175.

The surrounding area is overwhelmingly commercial in nature. The proposal will therefore mesh well into its surroundings.

In accordance with the above, the appearance of the wider Site will not be materially altered from existing and the proposed development accords with Policy 3 of the Development Plan.

Highways

Dynamic Transport Planning have prepared a Transport Note to assess the impact of the proposals. The assessment identifies:

- A review of the existing highway accident data within the vicinity of the site has been undertaken and shows that there are no pre-existing patterns or trends of incidents that could be impacted by the development proposals.
- Vehicle tracking has been undertaken for a panel van as the largest anticipated vehicle to make use of the Site.
- A TRICS trip generation assessment shows that the proposals would result in around two and five additional two-way movements during the AM and PM highway peak hours, respectively.
- It is noted that during the analysis of the ANPR data from the site, there is a peak parking requirement of 13 bays per hour. Therefore, given the trip generation and parking accumulation exercises it is considered that there will be significant spare parking capacity to serve both the existing and proposed Site.

In accordance with the above, the impact of the removal of the parking spaces will be de minimis in nature on the wider operation of the Site. The proposed development therefore accords with the principles of Policy 36 of the Development Plan.

SUMMARY AND CONCLUSIONS

This application proposes the installation of 4no. jet washes at KFC / Taco Bell, Spalding. The application is in part retrospective.

A Transport Note submitted as part of the application package evidences that the proposed development will not result in a detrimental impact on the restaurant in addition to an arboriculture assessment and landscaping Plan evidencing compliance with relevant Local Plan policies in respect of material considerations.

The proposal is small in nature; it accords within the mixed use employment allocation of the Site and comprises a positive use of an element of car parking that is not serving any purpose in the context of the wider Site. The jet washes are typical in appearance in such facilities and will be screened when viewed from the A1175.

We trust the information submitted is in order and allows you to validate and determine this application, however should you require any further details please do not hesitate to contact Matthew Gray on 07881 230 361 (matthew.gray@montagu-evans.co.uk) should you require any clarification.

Yours sincerely,

Montagu Evans

MONTAGU EVANS LLP