From: Grant, David
Sent: 05 September 2022 13:26
To: _planningadvice
Subject: Land to Rear of 29/31 North Street H02-0608-22
Attachments: We sent you safe versions of your files; Response to Lincs CC letter.pdf

Please add this email and attachment to the DIP under 6SUP – Response to Highways comments.

Many thanks,

Mr David Grant | Senior Planning Officer | **South Holland District Council**
Direct Dial: 01775 764472
www.sholland.gov.uk
Please note that any informal officer opinion expressed by this email is without prejudice and is not binding on the Council during the consideration of any formal application.

served by One Team

From:
Sent: 04 September 2022 19:23
To: Grant, David <dgrant@sholland.gov.uk>; developmentmanagement@lincolnshire.gov.uk
Subject: Land rear of 29/31 North Street, Crowland, PE6 0EG

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Good Evening Jon/David,

I refer to planning application H02-0608-22.

I attach my response to the comments from Lincs CC.

As detailed I would be pleased to meet you both on site to look at the issues raised and to resolve a positive way forward,

Regards

Paul Milward

Dear Mr Sharpe,

Location: Land to rear of 29/31 North Street, Crowland, PE6 0EG

I refer to your response dated 24 August 2022 to Application Reference H02-0608-22. The decision date was originally 17 August 2022 but David Grant has requested that this is extended until the 26 September which I have agreed to.

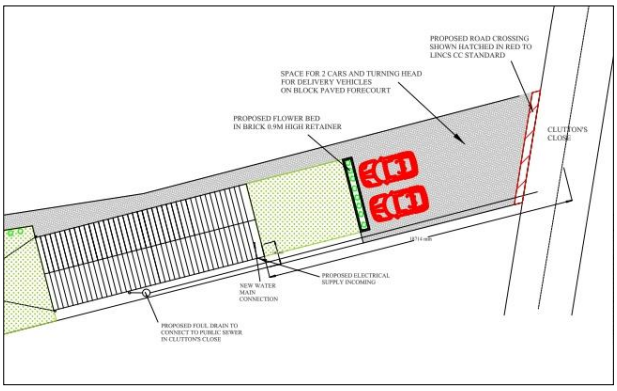
Clutton's Close is an adopted highway with streetlighting. It serves restricted through traffic, seven properties (built in the last 30 years), vehicle access to rear gardens fronting North Street and Hall Street and a bodyshop repair garage. The volume of traffic is generally very low. The nature of the road means that the speed of vehicles is walking pace. There are locations where vehicles can pass each other in a safe manner.

There is a large stoned area where vehicles can turn in Beekens Yard area.



Large stoned turning area end of Clutton's Close also showing two properties constructed in 2008

In addition my proposal allows for a hardened turning head (now constructed), which is in addition to car parking spaces to serve the proposal.



I would consider visibility onto Kemp Street from Clutton's Close is generally good and I'm not aware of any road traffic accidents that have occurred in this location. The junction is very spacious. Being close to a school there is a school safety zone with no parking areas around the junction.



View west from junction



View east from junction



View from Postland Road

The nature of rear garden development means that it is unlikely to be to the standard of a new housing development.

My land is the formation of the rear gardens of 29 and 31 North Street. Both of those properties had domestic garages, therefore, the volume of traffic being proposed will only be half of what was there originally. Access to these properties are now gained off North Street.



One garage serving 29 and one garage serving 31 North Street (Both garages now demolished)

Should the Highways Authority still consider that a further turning head is required a triangular shaped area of land opposite my plot could be constructed with a hardened surface if required.



In addition extra passing places could be constructed by surfacing the verges as required in Clutton's Close.

Planning approval for dwellings has been approved on several roads in Crowland which are single track. For example, Hereward Way has very similar characteristics with medieval burgage type properties which serve several properties and access to domestic garages located in the rear of properties on Reform Street and South Street. Hereward Way is fronting a busy main access road into the town centre which is also a bus route. The access into the street is only single width. Visibility is restricted due to the location of the property abutting the footpath.





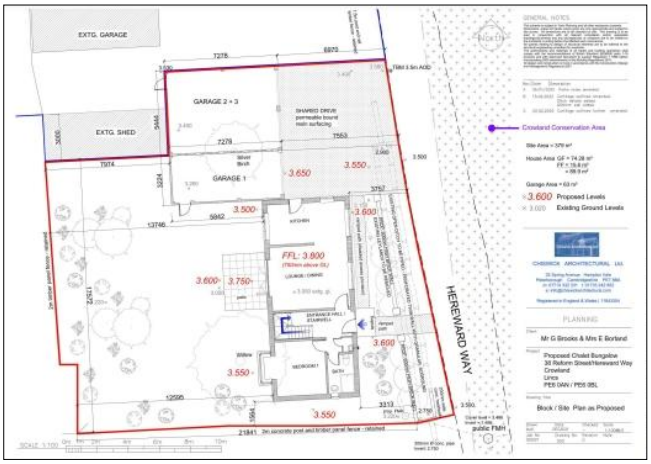
Single width access into Hereward Way *Rear garages serving properties in Reform St*

The width of the road is generally narrower than Clutton's Close and has no footpaths. The turning head is not to standard.

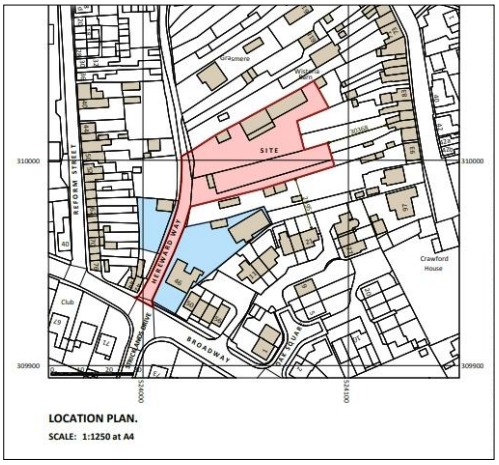


Narrow road with no passing places/footpath

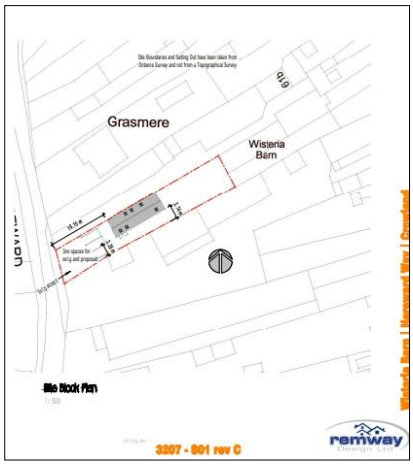
Planning approvals for construction of dwellings to date on Hereward Way include H02-1292-21, H02-0234-22 (4 dwellings), H02-0003-22, H02-0443-20



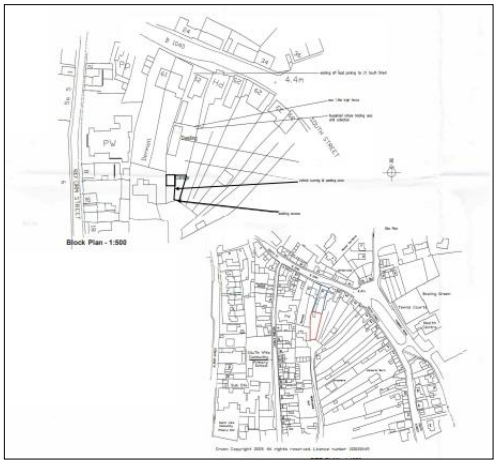
H02-1292-21



H02-0234-22



H02-0003-22



H02-0443-20 (Property constructed)

Similar individual dwellings have been approved in Barbers Drove North and Barbers Drove South which is a single carriageway with no passing places.

As detailed in the Design and Access statement the proposal is for an energy efficient starter type home which is much needed in the town.

I hope that my response alleviates your concerns and I am happy to meet you on site to look at the issues raised.

I have copied David Grant into this letter,

Yours Faithfully,

Paul Milward

Paul Milward