

IBA PLANNING

LAND TO THE REAR OF 21 PETERBOROUGH ROAD, CROWLAND

HIGHWAYS REPORT

ADC Infrastructure Limited
Sampsons Yard
Halifax Place
Nottingham
NG1 1QN

Tel. 07968 021158

www.ADCinfrastructure.com

project number: ADC1097			report reference: ADC1097_A
version	date	author	comments
1	13/09/2014	David Cummins	first issue to the client team
2	15/09/2014	David Cummins	second issue following comments

Introduction

1. On behalf of the applicant, IBA Planning commissioned ADC Infrastructure Limited to provide transport and highways advice in support of an outline planning application for a residential development on Peterborough Road in Crowland, Lincolnshire. South Holland District Council are the local planning authority and Lincolnshire County Council are the local highway authority. An illustrative masterplan is attached in **Appendix A**.

Existing conditions

2. The site is land to the side and rear of 21 Peterborough Road in the southern part of the village of Crowland.
3. Crowland is a small town with various amenities all within walking distance of the site. They include South View Primary school, the health centre on Thorney Road and the facilities in the town centre, which include various shops, pubs, restaurants and other local amenities.
4. The land to the side of 21 Peterborough Road is its garden. The land to its rear is previously undeveloped (**Figure 1**).



Figure 1: Aerial photograph of Home Farm.

5. Peterborough Road is a residential road with a 30mph speed limit. Properties front the road and take direct access from it. The houses vary in age and type and there is some on-street parking. There are street lit footways on both sides of the carriageway that are part of a

continuous network that connect to the town centre and provide for pedestrian journeys in all directions.

6. Peterborough Road is also a bus route. Stagecoach service number 37 runs along Peterborough Road between Spalding, Crowland, Eye and Peterborough. A first bus leaves West Street in Crowland at 6.52am on a weekday, arriving at Peterborough Queensgate at 7.20am. Buses are hourly thereafter with a last bus back from Peterborough leaving at 8.15pm. There are four buses through the day on Sunday. There are bus stops close to the site frontage.
7. The site is therefore in a sustainable location, close to local facilities and amenities with larger population centres accessible by bus.

Accident record

8. In the three years between 2011 and 2013 there has been only one accident on Peterborough Road, south of the site when a car collided with a pedestrian and the pedestrian was slightly injured (**Figure 2**).

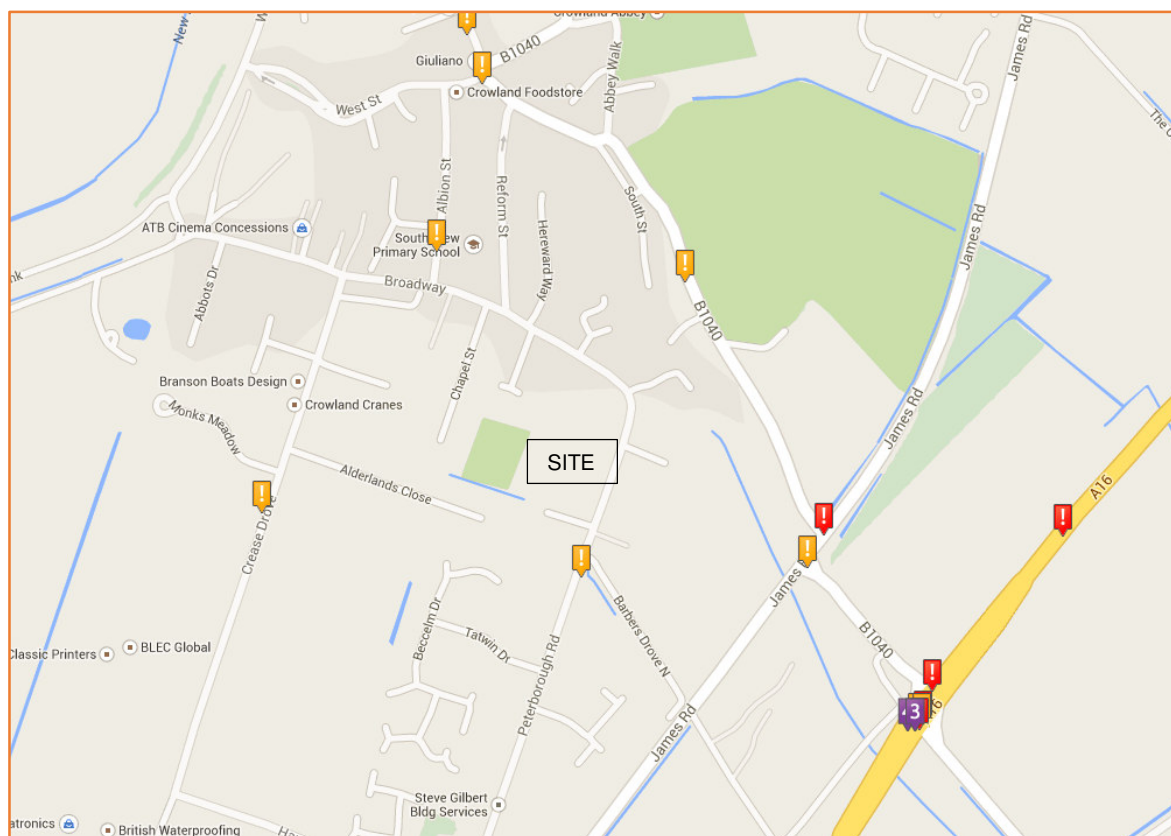


Figure 2: Accident record (2011-2013 – yellow indicated a slight accident)

Proposed development

9. The illustrative masterplan in Appendix A envisages 13 residential dwellings, each with sufficient car parking. Off-road parking spaces would also be provided for 21 Peterborough Road.
10. The development would be accessed via a new simple T-junction on Peterborough Road as shown on drawing **ADC1097/001A in Appendix B**. The access road would be built to adoptable standard, being 4.8m wide with 2m wide footways on both sides. A turning head at the end of the cul-de-sac would allow refuse vehicles to turn around.

11. The access junction would be provided with 2.4 x 43m visibility splays in accordance with the 30mph speed limit. It is noted that the same splays have been a condition of recent development proposals nearby. To allow the splay to be provided, the short brick wall in front of 21 Peterborough Road would be removed. The splays would be unobstructed and provided on land in the applicant's control.

Highway impact

12. Typically a dwelling generates between 8 and 10 traffic movements in a day. Hence the 13 new dwellings (traffic from 21 Peterborough Road is already on the roads) would generate between 104 and 130 traffic movements a day. This is a modest amount of traffic on a lightly trafficked road and would not create capacity or environmental problems.
13. Typically, 13 new houses would generate around 10 traffic movements during the morning (8-9am) or evening (5-6pm) peak hours. Drivers would divide at the access, and assuming an even split there would be an increase of upto 5 vehicles on Peterborough Road in any one direction.
14. The DfT's *Guidance on Transport Assessment* notes a threshold of 30 two-way peak hour trips as a starting point for considering whether the impact of a development should be considered in detail. Hence, the proposed development would fall well below this threshold and the development would not create an adverse highway impact.

Summary and conclusions

15. The transport implications of the proposed development must be determined with reference to the following objectives from the NPPF¹:
 - *"the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure*
 - *safe and suitable access to the site can be achieved for all people, and*
 - *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of developments are severe."*
16. This report demonstrates that the development would be in a sustainable location accessible by all modes of transport. It also describes why there would not be an adverse impact on the local highway network.
17. Safe and suitable access can be provided to the development via a new access junction and road built to adoptable standard that would be appropriate for the location.
18. Hence, the objectives of the NPPF can be satisfied and it would be unreasonable to prevent the development on transport grounds.

¹ Paragraph 32 *National Planning Policy Framework* (Department for Communities and Local Government, March 2012)

APPENDIX A

ILLUSTRATIVE MASTERPLAN



Ordnance Survey (c) Crown Copyright. All rights reserved.
Licence number 100022432

THIS DRAWING INCLUDING THE DESIGN AND DETAILS DEPICTED THEREON IS THE COPYRIGHT OF MPJ DESIGN ASSOCIATES LTD AND HAS BEEN PREPARED FOR THE PURPOSES OF ILLUSTRATIVE PLANNING ONLY. IT SHOULD NOT BE USED DURING THE CONSTRUCTION PHASE. ALL DIMENSIONS, LEVELS etc MUST BE CHECKED PRIOR TO THE PRODUCTION OF WORKING DRAWINGS.

THIS PLAN SHOULD BE READ IN CONJUNCTION WITH OTHER REPORTS AND DETAILS BY ALL OTHER ASSOCIATE CONSULTANTS.

DWELLINGS TO BE 2 STOREY. REFER TO SEPARATE SCHEDULE FOR GENERAL LOCATIONS, SIZES, HEIGHTS etc.

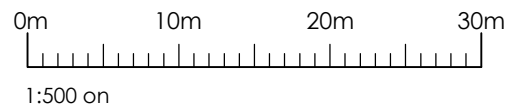
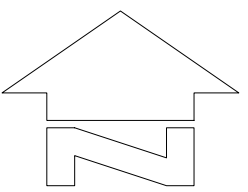
OFF-STREET PARKING TO COMPRISE EITHER GARAGES OR 2.4x4.8m OPEN BAYS. THOSE GARAGES COUNTING AS PART OF PARKING ALLOCATION TO HAVE MINIMUM INTERNAL DIMENSIONS OF 3x6m.

-  EXISTING TREES TO BE RETAINED INCLUDING ROOT PROTECTION AREA.
-  TREES TO BE REMOVED.
-  NEW GARDEN STANDARD TREE PLANTING, FOR ILLUSTRATION ONLY. SPECIFIC LANDSCAPING PROPOSALS TO BE AGREED AT RESERVED MATTERS STAGE.

CREATE NEW PARKING FOR 21 PETERBOROUGH ROAD

NEW JUNCTION AS DETAILED BY ADC Infrastructure Ltd COMPRISING 6m RADII AND 2.4X43m SPLAYS. 4.8m WIDE CARRIAGEWAY WITH 2m FOOTPATHS/VERGES.

ibaplanning

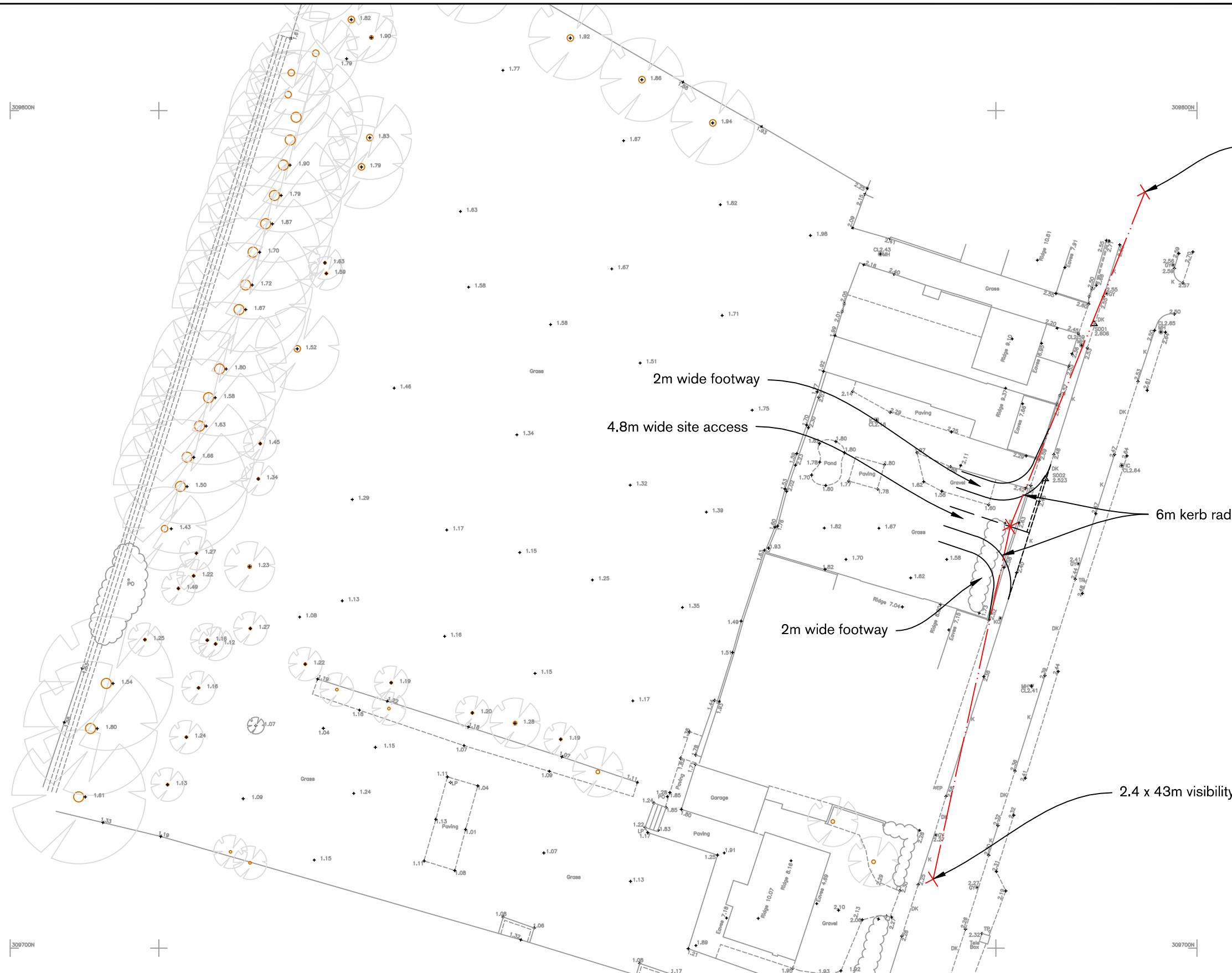


Client	Mr and Mrs T. Speechley
Job	proposed residential development to rear of 21 Peterborough Road Crowland
Title	Illustrative Layout Plan
Scale	1:500
Date	Aug 2014
Dwg No	14/130-03
MPJ DESIGN ASSOCIATES Ltd 4 CHURCH STREET BARLBOROUGH CHESTERFIELD. S43 4EP tele: 01246 819259 mob: 07841 353141 martynp.jones@btinternet.com	



APPENDIX B

ACCESS DESIGN DRAWING NUMBER ADC1097/001A



- 2.4 x 43m visibility splay

			Project: Proposed Residential Development Peterborough Road, Crowland	Client: iba planning	ADC INFRASTRUCTURE
			Title: Proposed Access Junction Layout		Drg Size: A3 Scale: 1:500 Date: 08/07/2014
A	Access moved 3m to the north	18/07/14			Drawing No: ADC1097/001 Rev: A
Rev	Description	Date			