# Proposed residential development
# Balmoral Way, Holbeach




Transport Statement

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## Contents


| | | Page |
|---|---|---|
| 1.0 | Introduction | 2 |
| 2.0 | Existing Conditions | 3 |
| 3.0 | Proposed Development | 5 |
| 4.0 | Conclusion | 7 |

## 1.0 Introduction

1.1 This Sustainability Statement accompanies a full planning application by Benchmark Properties for the development of a site off Balmoral Way, Holbeach.

1.2 The proposal seeks to develop the site to provide a private and affordable residential scheme comprising of forty eight 1, 2, 3 and 4 bedroom homes, together with associated parking, private and communal amenity space. The proposal at its heart aims to create an affordable, sustainable high quality development that will contribute to the settlement of Holbeach.

1.3 This statement forms part of a series of reports and documents submitted in support of the planning application.



## 2.0 Existing Conditions

### Site Location

2.1 The application proposals relate to the development of a vacant agricultural site abutting the Defined Settlement Limits of Holbeach town. The site itself is situated off Balmoral Way, a residential road off Kings Road/ Foxes Low Road. Foxes Low Road provides a key link from the northern A17 to the town centre.

### Existing Usage

2.2 The site is currently vacant agricultural land with some outbuildings present on the southern site of the site. The site area is 1.75 hectares with access to the site from Balmoral Way and Foxes Low Road.

2.3 To the south-west and south-east the site currently borders residential housing and the settlement boundary as defined in the Local Plan 2006.

2.4 To the north-west the site abuts agricultural fields.

2.5 To the north - east the site abuts vacant agricultural land, this site is predominantly overgrown with dilapidated outbuildings.

2.6 The area surrounding the site is predominantly residential use with some light industrial use off Foxes Low Road. Balmoral Way is predominantly residential in character and largely comprises of single and two storey dwellings.

2.7 The application site is outside the conservation area for Holbeach and not within the visual curtilage any listed buildings.




**Balmoral Way, Holbeach**

**Local Area**

2.8 Holbeach is one of the largest settlements in the South Holland District and as such offers considerable amenities to its residents, such as:

- retail shops and services;
- primary and secondary education facilities;
- sports facilities, public halls and public houses;
- employment opportunities;
- good links to public transport;
- good links to surrounding villages, towns and nearby Peterborough city.

2.10 The proposed site lies to the north-east of the main town centre with shops, services, schools, parks and public transport links all within walking distance of the site.

**Local Highway Network**

2.11 Foxes Low Road is one of the main routes from the A17 to the town centre and provides key access to adjacent residential and commercial areas.

2.12 On a local scale, the site is accessible from Balmoral Way which is a residential road. The carriageway has a minimum width of 5.5m and is served either side by footpaths.



**View of Balmoral Way looking into the site entrance**

## 3.0 Proposed Development

3.1 This section establishes the level of proposed development and its relationship with regard to sustainable travel methods.

The proposal seeks to redevelop the site to provide a residential scheme comprising of forty seven 1, 2, 3 and 4 bedroom homes, together with associated parking, private and communal amenity space. The proposal at its heart aims to create an affordable, sustainable high quality development that will contribute to the town of Holbeach.

### Walking

3.2 It is accepted that the most sustainable method of travel is walking, and as such new residents will be encouraged to make good use of local facilities within the town centre.

The site will be served with new public footpaths which provide access to Balmoral Way and in turn the town centre facilities and public transport links.

### Cycling

3.3 Each new home will be provided with a private garden to allow residents to store their cycles by whatever means they wish. It is felt that by encouraging the use of cycles on short journeys the need for residents to use their cars will be reduced.

Cycling is also seen as a key leisure pastime as well as an aid to improving health and wellbeing of participants. Like many rural settlements, Holbeach does not generally have dedicated cycle lanes and therefore cyclists will use the local road network. The 'Cycling Map for Spalding and the Surrounding Area' (2012) published by Lincolnshire County Council identifies that a national cycle route runs through the centre of Holbeach.




**Cycle routes in and around Holbeach**

**Public Transport**

3.4 The proposed site is 5 minutes walk from a bus stop at the Nene Parade/ Fleet Street junction which offers regular bus services between Kings Lynn and Spalding via the 505 service.

3.5 Holbeach does not have a dedicated train station however regular bus services provide access to nearby Peterborough city which has a large train station on the East Coast Mainline which provides links to London (50 minutes travel time) and the north.

**Car Parking Provision**

3.6 The proposed development seeks to encourage more sustainable methods of transport whilst accepting that the South Holland District is predominantly rural in landscape.

3.7 Each home will be provided with 2 parking spaces as recommended by Lincolnshire County Council.




**Peterborough Train Station**

## 4.0 Conclusions

The proposed development consists of 48 residential dwellings. The site will have pedestrian and vehicular access from Balmoral Way. The junction geometries/ visibility splays are considered suitable to accommodate the development traffic and early discussions have been carried out with Lincolnshire County Highways.

The site is situated within suitable walking and cycling distance to a number of facilities. The site is also served by good frequency and easily accessible bus services that connect the site well to the surrounding area. The number and frequency of local services is considered to be appropriate to serve the proposed development.

In light of the above, the proposed development is considered to be acceptable with no significant impacts on the local highway network.

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