

Church Street, Holbeach

Transport Statement

July 2016

Client: Seagate Homes

Project: Proposed residential development at Church Street, Holbeach

Project no: 339



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1.0 Introduction

1.1

This Transport Statement accompanies a full planning application by Seagate Homes for the development of a site off Church Street, Holbeach.

1.2

The proposal seeks to develop the site to provide a private and affordable residential scheme comprising of nineteen 1, 2 and 3 bedroom houses, 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 former builder's yard. The site itself is situated off Church Street, a residential road off High Street. Church Street provides a link to the High Street, Hall Gate and the town centre.

Existing Usage

2.2

The site is currently a vacant former builder's yard with a site area of 0.48 hectares. Vehicular and pedestrian access to the site is from Church Street.

2.3

To the south-west the site abuts existing residential development and to the north-east the site abuts a bowling green and caravan site.

To the south-east the site fronts Church Street and to the north-west the site abuts existing residential development.

2.4

The area immediately surrounding the site is a mix of residential homes with some commercial properties. Buildings along Church Street vary considerably in storey heights from single storey bungalows to three storey shops with apartments above.



Ariel view of the site

Local Area

2.6

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 cities.

2.7

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

Local Highway Network

2.8

Church Street is off the main route of High Street which runs through the town centre and provides key access to adjacent residential and commercial areas.

2.9

On a local scale, the site is accessible from Church Street which is a mix of residential and commercial properties. The carriageway has a minimum width of 8.0m. New roads and footpaths will be provided as part of the proposed development which will provide a connection to the town centre.



Holbeach community centre



Monroe Medical Centre, Park Road



University Academy Holbeach School



Post office along the High Street

3.0 Proposed Development

3.1 General

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

The proposal seeks to develop the site to provide a residential scheme comprising of nineteen 1, 2 and 3 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.

3.2 Walking

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 village centre.

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

3.3 Cycling

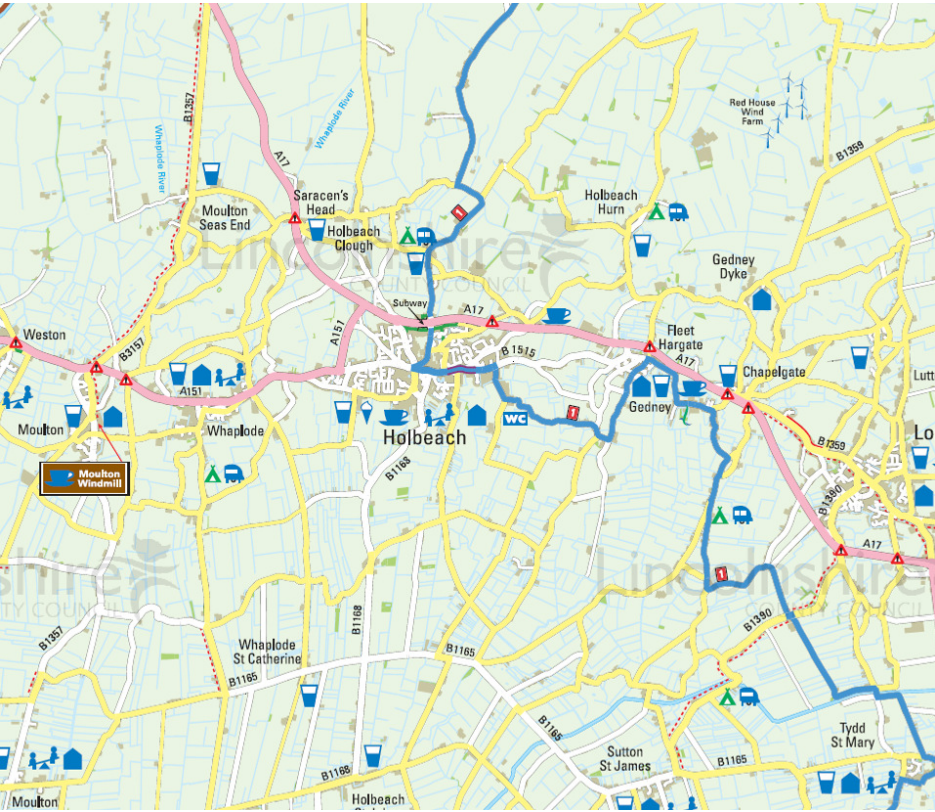
Each new home will be provided with a private garden to allow residents to store their cycles by whatever means they wish. It is felt that by encouraging the use of cycles on short journeys the need for residents to use their cars will be reduced.

Route 1 on the national cycle network passes through Holbeach. Connecting Dover to the Shetlands via the east coast. However this route utilises the road network with a dedicated cycle lane for part of its length near the centre of the town.

The 'Cycling Map for Spalding and the Surrounding



505 bus service connection between Kings Lynn and Spalding



Cycle Routes in and around Holbeach

Area' (2012) published by Lincolnshire County Council identifies that the road network within Weston consists largely of routes found useful by local cyclists—mainly on quiet roads.'

3.4 Public Transport

The proposed site is within 6 minutes walking distance of two bus stops situated along High Street and Spalding Road which offers regular bus services between Kings Lynn and Spalding via the Interconnect 505 service. Taking 27 minutes to reach Spalding bus station, and 56 minutes to reach Kings Lynn bus station. Peterborough is a further 69 minute bus journey from Spalding on the Interconnect 37 bus.

From Spalding there is a train link to Peterborough and in turn a direct train service taking 51 minutes to London Kings Cross. As well as main lines running north, east and west.

King's Lynn - Terrington - Sutton Bridge - Holbeach - Spalding															505
Mondays to Saturdays (except public holidays)															
King's Lynn, Bus Station, stop 3	0655			0805	0815	0815		0855		0935	0955	1015	1035	1055	1115
King's Lynn, Rail Station	0656			0807	0817	0817		0857		0937	0957	1017	1037	1057	1117
South Lynn, Wisbech Road	0701			0813	0823	0823		0903		0943	1003	1023	1043	1103	1123
West Lynn, Ferry Square			0823	--	--	--		--		--	--	--	--	--	1148
Clenchworth, School	0706		0828					0908		0948	1008	1028	1048	1108	1128
Terrington, Alma Chase	0712		0835					0914		0954	1014	1034	1054	1114	1134
Terrington, High Sch grounds	--		0839					--		--	--	--	--	--	--
Terrington, Church	0715		0837					0917		0957	1017	1037	1057	1117	1137
Walpole Cross Keys, School	0720		0842					0922		1002	1022	1042	1102	1122	1142
Sutton Bridge, opp Hotel	0652	0725	0745					0902	0927	0947	1007	1027	1047	1107	1127
Long Sutton, Bus Interchange	0700	0734	0754	0837				0912	0937	0957	1017	1037	1057	1117	1137
Gedney, Albert Avenue	0702	0736	0756	0839				0914	0939	0959	1019	1039	1059	1119	1139
Gedney, Batemans Close	0705	0739	0759	0842				0901	0902	0917	0942	1002	1022	1042	1102
Fleet Hargate, Post Office	0707	0741	0801	0844				0904	0904	0919	0944	1004	1024	1044	1104
Holbeach, Bus Interchange	0713	0748	0808	0850				0910	0910	0925	0950	1010	1030	1050	1110
Whaplode, Middle Road	0718	0756	0816	0858				0918	0918	0933	0958	1018	1038	1058	1118
Moulton, Moors Green	--	--	--	--				--	--	--	--	--	--	--	--
Moulton, A151 / Bell Lane	0720	0758	0818	0901				0921	0921	0921	0941	1001	1021	1041	1101
Weston, Chequers	0723	0801	0821	0903				0923	0923	0923	0943	1003	1023	1043	1103
Springfields Outlet Centre	--	0808	0828	0909				0929	0929	0929	0949	1009	1029	1049	1109
Fulney, Post Office	0728	0810	0830	0911				0931	0931	0931	0951	1011	1031	1051	1111
Spalding, Bus Station	0734	0818	0838	0917				0937	0937	0937	0957	1017	1037	1057	1117

3.5 Car Parking Provision

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

Each home will be provided with dedicated parking spaces as recommended by South Holland District Council.

4.0 Conclusions

The proposed development consists of nineteen residential dwellings. The site will have pedestrian and vehicular access from Church Street. All junction geometries/ visibility splays are considered suitable to accommodate the development traffic.

The site is situated within suitable walking and cycling distance to a number of facilities. It is also served by good frequency and easily accessible public transport services that connect the site well to the surrounding area.

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

