Roman Bank, Spalding

Transport Statement

May 2022

Client: Scenic Homes Ltd

Project: Proposed residential development at Roman Bank, Spalding

Project no: 562



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1.0 Introduction

1.1

This Transport Statement accompanies a full planning application by Scenic Homes Ltd for the development of a site off Roman Bank, Spalding.

1.2

The proposal seeks to develop the site to provide a residential scheme comprising of twelve 1 bedroom apartments together with associated parking 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 Spalding.

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 existing scrub land within the Defined Settlement Limits of Spalding. The site itself is situated off Roman Bank, a residential road off one of the main routes in Spalding Holbeach Road (A151).

Existing Usage

2.2

The site is currently scrub land site area of 0.08 hectares. The site is subject to a current implemented planning permission H16-1031-07. Vehicular and pedestrian access to the site is from Roman Bank.

2.3

To the north the site abuts Lansdowne Court, three storey residential apartments and to the south abuts a former builders yard which has recently been granted planning permission for residential development. To the west of the site is the River Welland and to the east of the site is the site of the former Welland Hospital now demolished.

2.4

The area immediately surrounding the site is a mix of residential with some commercial properties. Roman Bank is predominantly residential in character and largely comprises of two and three storey dwellings in both traditional forms and as apartments.



Location of site within the town of Spalding

Local Area

2.6

Spalding is the largest town within the South Holland District. Spalding offers good amenities to its residents, such as:

- shops and post office;
- restaurants;
- primary and secondary education facilities;
- playing fields;
- community facilities
- public house's;
- employment opportunities;
- good links to public transport;
- and good links to surrounding villages, towns and cities.



Munro Medical Centre, West Elloe Avenue



Shop and Fish & Chip Shop along Holbeach Road

2.7

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

Local Highway Network

2.8

The application site lies on off Roman Bank off Holbeach Road. Holbeach Road is one of the main routes into the town and provides good public transport links to the nearby villages.

2.9

On a local scale, the site is accessible from a drive off Roman Bank which is a residential road built to modern LCC Highways standards. The carriageway has a minimum width of 5.0m and is served by pedestrian footpaths on both sides.



Spalding Railway Station



Gleed School

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 twelve 1 bedroom homes together with associated parking 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 Spalding.

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 town centre.

3.3 Cycling

Like many rural settlements, Spalding does not have many dedicated cycle lanes within the town centre 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 the road network within Spalding consists largely of ;routes found useful by local cyclists—mainly on quiet roads.

3.4 Public Transport

The proposed site is within 2 minutes walking distance of a bus stop (along Holbeach Road) which offers regular bus services between Kings Lynn and Spalding via the Interconnect 505 service.



Extract from The Cycling Map for Spalding and the Surrounding Area (2012)

Peterborough is a further 69 minute bus journey from Spalding on the Interconnect 37 bus.

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	1135	1155	1215	1235
King's Lynn, Rail Station	0656			0807	0817	0817		0857		0937	0957	1017	1037	1057	1117	1137	1157	1217	1237
South Lynn, Wisbech Road	0701			0813	0823	0823		0903		0943	1003	1023	1043	1103	1123	1143	1203	1223	1243
West Lynn, Ferry Square	--		0823	--	--	--		--		--	--	--	--	--	--	1148	--	--	--
Clenchwarton, School	0706		0828	0819	0828	0828		0908		0948	1008	1028	1048	1108	1128	1153	1208	1228	1248
Terrington, Alma Chase	0712		0835	0827	0834	0834		0914		0954	1014	1034	1054	1114	1134	1159	1214	1234	1254
Terrington, High Sch grounds			0839	0831															
Terrington, Church	0715			0833	0837	0837		0917		0957	1017	1037	1057	1117	1137	1202	1217	1237	1257
Walpole Cross Keys, School	0720			0840	0842	0842		0922		1002	1022	1042	1102	1122	1142	1207	1222	1242	1302
Sutton Bridge, opp Hotel	0652	0725	0745	0846	0847	0847	0902	0927	0947	1007	1027	1047	1107	1127	1147	1212	1227	1247	1307
Long Sutton, Bus Interchange	0700	0734	0754	0837	0856	0857	0857	0912	0937	0957	1017	1037	1057	1117	1137	1157	1222	1237	1257	1317
Gedney, Albert Avenue	0702	0736	0756	0839	0858	0859	0859	0914	0939	0959	1019	1039	1059	1119	1139	1159	1224	1239	1259	1319
Gedney, Batemans Close	0705	0739	0759	0842	0901	0902	0902	0917	0942	1002	1022	1042	1102	1122	1142	1202	1227	1242	1302	1322
Fleet Hargate, Post Office	0707	0741	0801	0844	0904	0904	0904	0919	0944	1004	1024	1044	1104	1124	1144	1204	1229	1244	1304	1324
Holbeach, Bus Interchange	0713	0748	0808	0850	0910	0910	0910	0925	0950	1010	1030	1050	1110	1130	1150	1210	1235	1250	1310	1330
Whaplode, Middle Road	0718	0756	0816	0858	0918	0918	0918	0933	0958	1018	1038	1058	1118	1138	1158	1218	1243	1258	1318	1338
Moulton, Moons Green	--	--	--	--	--	--	--	0938	--	--	--	--	--	--	--	1223	--	--	--	--
Moulton, A151 / Bell Lane	0720	0758	0818	0901	0921	0921	0921	0941	1001	1021	1041	1101	1121	1141	1201	1226	1246	1301	1321	1341
Weston, Chequers	0723	0801	0821	0903	0923	0923	0923	0943	1003	1023	1043	1103	1123	1143	1203	1228	1248	1303	1323	1343
Springfields Outlet Centre	--	0808	0828	0909	0929	0929	0929	0949	1009	1029	1049	1109	1129	1149	1209	1234	1254	1309	1329	1349
Fulney, Post Office	0728	0810	0830	0911	0931	0931	0931	0951	1011	1031	1051	1111	1131	1151	1211	1236	1256	1311	1331	1351
Spalding, Bus Station	0734	0818	0838	0917	0937	0937	0937	0957	1017	1037	1057	1117	1137	1157	1217	1242	1302	1317	1337	1357

Spalding • Crowland • Eye • Peterborough 37

MONDAYS TO SATURDAYS EXCEPT PUBLIC HOLIDAYS

route number	37 M-F	37 M-F	37 Sat	37		37		37	37	37	37
Spalding bus station		0710		0910	then at these times past each hour	10	until	1510	1615	1745	1945
Little London Bus Shelter		0721		0921		21		1521	1626	1756	1956
Cowbit Church		0727		0927		27		1527	1632	1802	2002
Brotherhouse		0733		0933		33		1533	1638	1808	2008
Crowland The Gardens	0639	0739	0739	0939		39		1539	1644	1814	2014
Crowland West Street	0641	0741	0741	0941		41		1541	1646	1816	2016
Eye Church	0656	0756	0756	0956		56		1556	1701		2031
Newark Sainsbury's	0705	0805	0805	1005		05		1605	1710		2040
Eastfield Regional College	0709	0809	0809	1009		09		1609	1714		2044
City Centre Queensgate bay 16	0719	0819	0819	1019		19		1619	1724		2054

Spalding also benefits from its own train station with links to Peterborough and the East Coast Mainline.

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

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 a minimum of 1 dedicated parking space each.

4.0 Conclusions

The proposed development consists of twelve residential dwellings. The site will have pedestrian and vehicular access from Roman Bank. 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.

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