Transport Statement

for

Proposed Residential Development for over 55s

at

Draper's Place
Spalding
Lincolnshire

For

Taylor Pearson Developments (Spalding) Ltd.
15 Church Road
Martin Dales
Woodhall Spa
Lincolnshire
LN10 6XZ

PLANNING APPLICATION ISSUE

Project reference: A1134
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Introduction

The proposal comprises the construction of a block of apartments for people aged 55 and above on an area of undeveloped land in Spalding.

Location

The site is a parcel of land that is located between the Crescent and Draper's Place approximately 75m south-west of the Market Place.

Site description

The majority of the site is currently undeveloped and is used as a private car park. Its maximum capacity is just over 80 but the area is graveled and as such the spaces are unmarked. The south corner of the site accommodates 2 small barn-type buildings together with a small number of prefabricated garages. The barns are disused and the garages are partially used.

The north boundary of the site is defined by a brick wall and then a wire fence along the south edge of Draper's Place. The east boundary is formed by the rear of the properties that face on to Francis Street. The south boundary is defined by the north edge of Abbey Path, which is a public footpath. The west boundary is defined by a low brick wall beyond which is located a thin strip of waste ground and then a public car park.

Site access

There are two vehicular access points to the site. The major access is in the north-east corner close to the intersection of Draper's Place and Francis Street. This is currently the barrier controlled entrance / exit used for the car park. The second access is narrower and is located at the south corner of the site. This is referred to as 'Abbey Yard' and gives access in to the yard area partially enclosed by the existing buildings described above.

There is no designated pedestrian access to the site other than the barrier-controlled vehicle access previously mentioned. That said there are extensive gaps in the perimeter fencing meaning that unauthorized access is available from virtually the entire south boundary of the site.

The Proposal

The proposal seeks to construct a four storey building providing residential apartments together with associated communal facilities. It is proposed that the Abbey Yard access be extinguished with the Draper's Place access being maintained. A new 'occasional' access is proposed off the Crescent. Vehicular and pedestrian access will be dealt with as follows:

<u>Residents</u>
Vehicular and pedestrian access for residents will be via the existing access off Draper's Place. Vehicle entry will be controlled by access barrier, pedestrian will be a simple open path. Vehicle parking for residents will be provided within a

modest car park along the north boundary of the site. A total of 12 spaces are to be provided, 2 of which will be accessible. This figure has been arrived at through detailed discussions with a management company (Millstream – Management - agent for Churchill Homes) that specializes in developments of this nature. This provision is based upon a ratio they have found to be appropriate on sites throughout the UK when this demographic is being catered for. This provision is based on Millstream's experience which concludes that provision needs to be made at no more than 1 space per 3 flats and in addition that spaces must not be designated to individual flat owners. In support of this provision however and recognizing the intended demographic the proposal also includes a facility for the storage and recharging of motorized mobility buggies and wheelchairs.

Staff

The number of staff visiting the site will be low, generally comprising a regular manager and occasional maintenance and grounds staff. All are expected to arrive at site on foot. No parking provision is made for these users though there are 3 pay and display car parks within 250m of the site (Broad Street, Vine Street and Victoria Street).

Visitors

As with staff, most visitors are expected to arrive at the site on foot. No parking provision is made for visitors though again use could easily be made of the 3 pay and display car parks.

Emergency Access – Fire Brigade etc

Consultation with the Fire Brigade during the design process indicated that vehicular access via Francis Street and Draper's Place is unsatisfactory and indeed the fire engine was unable to round the corner. The Fire Brigade advised that they require access to the site but do not need or even want access to a point immediately adjacent the building (since any collapse during fire may endanger crew and equipment). To this end the proposal seeks approval for a new access located directly off the Crescent along the south side of the site. This will allow the fire engine to pull off the road in a location where it is able to connect both to a nearby hydrant (located in the road at the junction of Foundry Lane and the Crescent) and to the riser inlet supplying the building. The creation of this access will require the demolition of a small building and the loss of a small number of car parking spaces that serve the adjacent building. The building proposed for demolition is however in the applicant's ownership and within the area created by the demolition 3 replacement spaces will be provided. The building proposed for demolition is of no architectural or historical significance.

Service Access – Refuse Collection

The proposal drawings indicate that provision for the storage of waste and recycling will be made at the side of the new access off the Crescent. Collection can therefore be made from road-side on the Crescent.

The impact of the proposal

Parking
With regard to parking it is acknowledged that the development of the site will lead to the direct loss of just over 80 spaces. That said however the car park has always been in private ownership and there has never been any obligation on the owner to provide this facility. Use has in any event decreased over recent years and there are now generally fewer than half of the spaces in use at any one time. There are 3 permanent pay and display car parks within 250m of the site all of which remain available. The elimination of the existing parking facility on site will not push users on to the adjacent roads nor is it likely to result in double parking as all surrounding roads are strictly managed with most having double yellow lines or designated bays. The proposal includes parking provision that is considered appropriate and correctly scaled for the intended use.

Access
The current use of the site as a car park creates traffic flow through Francis Street and Draper's Place since this is the only access route. Although Francis Street is open to vehicular traffic, the small scale of the street and the surface finish (brick pavings) tend to create the impression that it is actually a pedestrian area. The Street can become congested at times particularly as service delivery vehicles use it to access the rear loading dock of Beales Department Store. The proposed redevelopment of the site will see parking numbers fall from around 80 to just 12 which will inevitably lead to a decrease in the number of vehicles using Francis Street. This is seen as being of positive benefit given the very limited dimensions of the highway.

Conclusion

The proposal seeks to redevelop a brownfield site in the centre of Spalding. The application seeks to address a known residential shortfall and the site location is sustainable with easy access to several forms of public transport (trains, buses and the water taxi). The redevelopment will lead to a local loss of parking however this is not considered detrimental given that there are numerous other public parking facilities within a small radius of the site. The proposal includes parking provision that is considered appropriate for the use. The development of the site is likely to lead to a reduction in the number of vehicles using Francis Street and Draper's Place, this is considered to be of positive benefit and may well see an improvement in safety in what is seen by many as being a pedestrian zone. The proposal will see the Abbey Yard access extinguished and a new access formed off the Crescent directly opposite Foundry Lane. The Crescent has a speed limit of 30mph and allows only limited, controlled parking. It is not therefore anticipated that the new access will cause any detrimental impact either on the Crescent or traffic flow locally.