local transport projects

traffic engineering and transport planning

Larkfleet Group

Proposed Holiday Lodge Expansion Land at Lowgate, Fleet Bank, Fleet Transport Note

June 2022

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June 2022

Client Commission			
Client:	Larkfleet Group	Date Commissioned:	May 2022

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1	-	Final Issue		AC	MR	13/06/2022
				Authorised for Issue:		SW

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Steven Windass	*Head of Transport Planning*	*BSc(Hons) MSc(Eng) CEng FIHE MCIHT*
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PROPOSED HOLIDAY LODGE EXPANSION LAND AT LOWGATE, FLEET BANK, FLEET TRANSPORT NOTE

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1. INTRODUCTION

1.1 Background

1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Note (TN) in support of a full planning application for the proposed expansion to the approved holiday lodge development (ref: H05-0773-17) on land to the west of Lowgate at Fleet Bank, within the South Holland district of Lincolnshire. This TN provides an appraisal of the expected transport impacts associated with the proposals.

1.1.2 The local planning authority for the site is South Holland District Council (SHDC) and the local highway authority is Lincolnshire County Council (LCC).

1.2 Scope

1.2.1 This report has been written in accordance with the Government's *'National Planning Policy Framework'* (MHCLG, 2021) and *'Planning Practice Guidance'* (MHCLG, 2014), with the scope summarised below:

- ***Introduction & Description of Proposals:***
  - Description of the development site, including location and any existing access arrangements;
  - Summary of relevant planning and allocation history for the site;
  - Description of the proposed development including site layout, pedestrian/cycle facilities and proposed access arrangements.
- ***Site Assessment:*** Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area.
- ***Road Casualty Appraisal:*** Examination of road collision records (5-year study period) and assessment of the road safety impact of the development on the local highway network.
- ***Traffic Impact:***
  - Calculation of the projected trip generation for the approved development (24 units) and the proposed uplift (14 units, 38 units in total), utilising data from comparable sites within the latest TRICS database;
  - Assessment of the likely traffic impact of the proposed uplift on the operation of the local highway network.
- ***Access, Parking & Internal Layout:*** Consideration of the internal layout of the site, including the servicing arrangements and parking provision (with reference to LCC parking standards), as well as the suitability of the proposed access arrangements.
- ***Conclusions:*** Conclusions summarising the outcomes of the TN, including a commentary on the suitability of the proposals in terms of road safety and traffic impact.

1.2.2 This TN report has been prepared in accordance with the above scope and reference has been made to the following documents where appropriate:

- National Planning Policy Framework (MHCLG, 2021);
- South East Lincolnshire Local Plan 2011-2036 (SELJSPC, 2019);
- Planning Practice Guidance (MHCLG, 2014);
- 4th Lincolnshire Local Transport Plan 2013/14-2022/23 (LCC, 2013);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- Guidance on Transport Assessment (DfT, 2007a); and
- Manual for Streets (DfT, 2007b).

2. SITE BACKGROUND

2.1 Site Location & Existing Use

2.1.1 The site is located on land to the west of Lowgate at Fleet Bank, within the South Holland district of Lincolnshire. The site, which has planning approval for 24 holiday lodges (ref: H05-0773-17), is bound by Roman Bank to the north, Lowgate to the east, a combination of agricultural land and an existing dwelling served via Lowgate form the southern boundary, with agricultural land forming the western boundary. The approximate location and boundary of the site is highlighted in Figure 1.

Figure 1: Site Location



Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

2.2 Development Proposals & Access Arrangements

2.2.1 The proposals will be seeking full planning permission for a proposed uplift of 14 holiday lodges in order to provide a total of 38 units on the site. As discussed further in Section 2.3, planning permission (ref: H05-0773-17) was granted in July 2018 for the *'erection of 24 (in total) log cabins for holiday/leisure use including 6 no. additional log cabins; 6 cabins granted under planning permission reference H05-0699-16 and 12 no. cabins granted permission under H05-0114-15'*. A plan showing the approved site layout is attached as Appendix 1. The proposed site layout plan incorporating the 14 additional holiday lodges is attached as Appendix 2.

2.2.2 As part of the previous planning approval, a simple priority T-junction connecting with Lowgate is expected to serve the site, which at the time of writing this report, hasn't been constructed. It is understood that an additional simple priority T-junction in the north-eastern corner of the site received technical approval and has since been constructed, as shown in Photo 1.

2.2.3 During the construction phase of the site, construction traffic is expected to use the northern access. Upon completion of the development, the southern access will become the main site access, and the northern access will be used by refuse vehicles and emergency vehicles only.

Photo 1: Northern Site Access Junction



2.2.4 Parking standards are outlined within the South East Lincolnshire Local Plan 2011-2036 (SELJSPC, 2019), however no specific guidance is provided for the proposed development type, and should be considered on a site-by-site basis. Each holiday lodge features two car parking spaces, providing a total of 76 parking spaces across the 38 holiday lodges which is considered suitable to accommodate the proposed parking demand for the site. A further two car parking spaces are proposed adjacent to the site reception.

2.2.5 It is understood that the internal site layout has been designed to facilitate a refuse vehicle accessing and egressing the site in a forward gear.

2.3 Planning History

2.3.1 There have been a number of recent planning applications relating to the development site, as outlined below:

- A full planning application (ref: H05-0114-15) was submitted in February 2015 and subsequently approved in September 2015 for the '*construction of 12 log cabins for holiday/leisure use'*.
- A full planning application (ref: H05-0699-16) was submitted in July 2016 and subsequently approved in September 2016 to *'construct 6 log cabins for holiday/leisure use'*.
- A full planning application (ref: H05-0773-17) was submitted in August 2017 and subsequently approved in July 2018 for the *'erection of 24 (in total) log cabins for holiday/leisure use including 6 no. additional log cabins; 6 cabins granted under planning permission reference H05-0699-16 and 12 no. cabins granted permission under H05-0114-15'*.
- A non-material amendment application (ref: H05-1055-17) was submitted in November 2017 and subsequently refused in February 2018 seeking amendments to planning conditions #3 and #4 in relation to the planning approval (ref: H05-0114-15).
- A discharge of condition application (ref: H05-1033-19) was submitted in October 2019 and subsequently approved in December 2019 to discharge planning conditions #4, #6 and #10 relating to the full planning approval (ref: H05-0773-17).
- A discharge of condition application (ref: H05-0404-21) was submitted in April 2021 and subsequently approved in May 2021 to discharge planning condition #9 relating to the full planning approval (ref: H05-0773-17).
- A non-material amendment application (ref: H05-0709-21) was submitted in June 2021 and subsequently approved in July 2021 to amend the description of development to *'Erection of 24 (in total) cabins for holiday/leisure use including 6 no. additional cabins, 6 no. cabins granted under H05-0699-16 and 12 no. cabins granted permission under H05-0144-15'* in relation to the full planning approval (ref: H05-0773-17).
- A non-material amendment application (ref: H05-0379-22) was submitted in April 2022 and subsequently approved in May 2022 to add a phasing condition and update condition #2 (approved plans) of planning permission (ref: H05-0773-17).
- A non-material amendment application (ref: H05-0507-22) was submitted and subsequently approved in May 2022 for the amendment to positions of some holiday lodges associated with the planning permission (ref: H05-0773-17).

3. SITE ASSESSMENT

3.1 Local Highway Network

3.1.1 Lowgate is a two-way single carriageway that measures approximately 6m in width and is subject to a derestricted speed limit (60mph). There are not any existing waiting/parking restrictions along Lowgate. On the north-eastern boundary of the site, Lowgate connects with Roman Bank via a priority junction, featuring three separate give-way locations.

Photo 2: Lowgate



3.1.2 Approximately 570m to the south of the site, Lowgate connects with the A17 via a priority T-junction, with a dedicated right-turn lane, and deceleration lane for eastbound vehicles turning left onto Lowgate. The A17 runs between Newark-on-Trent to the west and Kings Lynn to the south-east. Locally, the road forms a two-way single carriageway that is approximately 9m in width and is subject to a derestricted speed limit (60mph).

Photo 3: A17/Lowgate Priority Junction



3.1.3 Roman Bank which forms the northern boundary of the site, is a two-way single carriageway that measures approximately 5.2m in width and is subject to a derestricted speed limit (60mph). There are not any existing waiting/parking restrictions on Roman Bank along the site boundary. The road continues for approximately 580m to the north-west, becoming Hurn Road at a priority junction, facilitating access to the village of Holbeach Hurn.

Photo 4: Roman Bank



3.1.4 Roman Bank forms the north-eastern arm of the priority junction with Lowgate, forming a two-way single carriageway that measures approximately 6.6m in width and is subject to a derestricted speed limit (60mph). There are not any existing waiting/parking restrictions along this section of Roman Bank. The road continues to the north-east, forming Main Street at a simple priority T-junction with Lowgate within the village of Gedney Dyke.

4. ROAD CASUALTY APPRAISAL

4.1 Collision Record

4.1.1 Personal Injury Collision (PIC) data for the highway network local to the site for the most recent available five-year study period (01/01/2016 to 31/12/2020) was obtained via a search of the Department for Transport's (DfT) road safety data (DfT, 2022).

4.1.2 A total of 11 collisions occurred within the study area, which includes Lowgate, Winslow Gate, sections of Roman Bank and the A17, and a number of local junctions. The study area and the locations of the collisions are shown on the plan attached as Appendix 3. Table 1 below outlines the collision history of the study area.

Table 1: Collision History

Year	2016	2017	2018	2019	2020	Total
Fatal	-	-	-	-	-	**0**
Serious	1	-	-	-	3	**4**
Slight	2	1	2	1	1	**7**
Total	**3**	**1**	**2**	**1**	**4**	**11**

4.1.3 The collision records show that the number of PICs per year has remained low across the study period, with a peak of four collisions in 2020. There were four Killed or Seriously Injured (KSI) collisions during the study period, resulting in a severity ratio of 36.4%.

4.2 Collision Conditions

4.2.1 Table 2 below summarises the collisions by road surface, weather and lighting conditions:

Table 2: Collision Conditions

Road Surface	Collisions	%
Dry	9	**81.8%**
Wet/Damp	2	**18.2%**
Weather	**Collisions**	**%**
Fine	11	**100%**
Lighting	**Collisions**	**%**
Daylight	8	**72.7%**
Dark	3	**27.3%**

4.2.2 As illustrated in Table 2, the majority of the collisions occurred without any adverse road surface, weather or lighting conditions.

4.3 Collision Times

4.3.1 Table 3 below summarises the collisions by the time of year:

Table 3: Collisions by Time of Year

Time of Year	Collisions	%
Winter (Dec-Feb)	3	**27.3%**
Spring (Mar-May)	3	**27.3%**
Summer (Jun-Aug)	4	**36.4%**
Autumn (Sep-Nov)	1	**9.1%**

4.3.2 Table 3 shows that over a third of the collisions (36.4%) occurred during the summer months, with the fewest collisions occurring during the autumn months (9.1%).

4.3.3 Table 4 below summarises the collisions by day of week and also time of day:

Table 4: Collisions by Day & Time

Day	Morning (06:00-11:00)	Lunch (11:00-14:00)	Afternoon (14:00-19:00)	Evening (19:00-01:00)	Night (01:00-06:00)	Total	%
Monday	-	1	1	-	-	**2**	**18.2%**
Tuesday	-	-	2	-	-	**2**	**18.2%**
Wednesday	-	-	2	-	-	**2**	**18.2%**
Thursday	1	-	-	-	-	**1**	**9.1%**
Friday	1	-	-	-	-	**1**	**9.1%**
Saturday	-	-	-	-	-	**0**	**-**
Sunday	1	-	1	1	-	**3**	**27.3%**
Total	**3**	**1**	**6**	**1**	**0**	**11**	
%	**27.3%**	**9.1%**	**54.5%**	**9.1%**	**-**		

4.3.4 Table 4 illustrates that over half of the collisions (54.5%) occurred during the afternoon period, with no collisions occurring during the night time period. The collisions were relatively evenly spread across the week, with no collisions occurring on a Saturday.

4.4 Collision Locations

4.4.1 The locations of the 11 study collisions (shown on the plan attached as Appendix 3) can be summarised as follows:

- 4 PICs occurred at the A17/Fleet Road priority junction;
- 3 PICs occurred on the A17 (not at a junction);
- 2 PICs occurred at the Lowgate/Roman Bank priority junction;
- 1 PIC occurred at the Lowgate/private access junction; and
- 1 PIC occurred at the Lowgate/A17 priority junction.

4.4.2 It is noted that no collisions were recorded on Lowgate within the vicinity of the site.

4.5 Casualties

4.5.1 A total of 15 casualties occurred as a result of the 11 recorded injury collisions during the study period. Table 5 below provides a breakdown of the casualties according to the mode of travel and age group:

Table 5: Casualty Road User Groups

	Age (years)								
Road User Group	**0 to 15**	**16 to 20**	**21 to 25**	**26 to 45**	**46 to 65**	**66+**	**Unknown**	**Total**	**%**
Pedestrian	1	-	-	-	-	-	-	**1**	**6.7%**
Powered Two-Wheeler (PTW)	-	1	1	-	1	-	-	**3**	**2.%**
Car Driver	-	1	-	3	2	1	-	**7**	**46.7%**
Car Passenger	2	-	-	-	1	-	-	**3**	**20%**
Goods Vehicle Occupant	-	-	-	-	-	1	-	**1**	**6.7%**
Total	**3**	**2**	**1**	**3**	**4**	**2**	**0**	**15**	
%	**20%**	**13.3%**	**6.7%**	**20%**	**26.7%**	**13.3%**	**-**		

4.5.2 Table 5 shows that two-thirds of the casualties were car occupants (66.7%). Over a quarter of casualties were aged between 46 and 65 years (26.7%).

4.6 Road Safety Impact

4.6.1 A total of 11 collisions, resulting in 15 casualties, have occurred within the study area during the five-year study period. Analysis of the study collision has not revealed any identifiable existing collision issues associated with the expected movements of the proposed development, therefore it is considered that there are not any existing road safety issues pertinent to the development of the site.

4.6.2 If the proposed site access junction(s) and internal roads are designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design of any schemes affecting the highway, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.

4.7 2021 Update

4.7.1 The DfT has released provisional part-year 2021 collision data covering the period 01/01/2021 to 30/06/2021. As the data is provisional, it is subject to change and does not contain all the information to allow full analysis to be undertaken. As shown in Appendix 3, no additional collisions occurred in the study area during this period, therefore it is considered that the findings of the above appraisal are unchanged.

5. TRIP GENERATION PROJECTIONS

5.1 Introduction

5.1.1 As previously outlined, the development proposals are seeking a proposed uplift of 14 holiday lodges above the approved level of 24 units, providing a total of 38 holiday lodges on the site. Although no vehicle trip generation projections were submitted as part of the previously approved application (ref: H05-0773-17), this TN considers the potential vehicle trip generation associated with the approved development and the additional 14 holiday lodges proposed as part of the new full planning application.

5.2 Proposed Traffic Generation

5.2.1 The TRICS database is an industry-standard collection of traffic counts and trip generation statistics for calculating trip rates at development sites. The TRICS database has been interrogated to find suitable data to assist in projecting the trip generation of the holiday lodges.

5.2.2 In order to derive reflective trip rates, vehicle trip generation statistics within the *'Holiday Accommodation'* category (03-J) of the TRICS database have been interrogated. To ensure that only trip generation statistics for comparable sites were used in calculations, the TRICS sites were filtered to the following criteria:

- Database version: v7.9.1;
- Survey type: All survey types;
- Size: All sizes;
- TRICS location type: 'Free Standing' only;
- Regions: UK only (excluding Greater London and Ireland sites);
- Weekday survey data only (exclusion of Saturday and Sunday surveys); and
- Recent survey data only (exclusion of surveys undertaken prior to 01/01/2006) – this has been expanded from 2014 to obtain additional comparable survey sites.

5.2.3 As there were less than 20 comparable sites in the database after filtering (3 survey sites), mean trip rates (as weighted and calculated by the TRICS software) have been used to project the vehicle trip generation of the development, in accordance with good practice guidelines (TCL, 2020). Details of the site selection and trip rates taken from the TRICS database attached in full within Appendix 4, with the projected vehicle trip rates and generation shown in Table 6.

Table 6: Projected Vehicle Trip Generation

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-21:00)	
Holiday Accommodation (03-J)	**Arrivals**	**Departures**	**Arrivals**	**Departures**	**Arrivals**	**Departures**
Vehicle Trip Rates (per unit)	0.025	0.044	0.164	0.061	1.281	0.992
Approved Development Vehicle Trips (24 units)	**1**	**1**	**4**	**1**	**32**	**24**
Proposed Development Vehicle Trips (14 units)	**0**	**1**	**2**	**1**	**17**	**14**

5.2.4 The trip generation projections shown in Table 6 indicate that the approved holiday lodges (24 units) could be expected to generate up to 2 two-way vehicle trips during the typical AM peak hour (08:00-09:00), 5 during the PM peak hour (17:00-18:00) and 56 daily two-way vehicle movements.

5.2.5 The proposed development of 14 holiday lodges is expected to generate 1 additional two-way vehicle trip during the AM peak hour (08:00-09:00), 3 during the PM peak hour (17:00-18:00) and 31 daily two-way vehicle movements.

5.2.6 The overall vehicle trip generation associated with 38 holiday lodges indicates that up to 3 two-way vehicle trips could be generated during the AM peak hour, 8 during the PM peak hour and 87 daily two-way vehicle movements.

5.3 Traffic Impact Summary

5.3.1 The DfT has previously issued guidance that transport assessment of development impacts could be based on a threshold of *"30 two-way peak hour vehicle trips"* (DfT, 2007a). This guidance acknowledged that this threshold was not to be applied rigidly, but rather that it provided *"a useful point of reference from which to commence discussions"*.

5.3.2 This national DfT guidance has now been superseded and replaced with the *'National Planning Policy Framework'* (NPPF) (MHCLG, 2021) and its accompanying *'Planning Practice Guidance'* (PPG) (MHCLG, 2014). NPPF and PPG require that transport assessment is undertaken for *"developments that generate significant amounts of movement"*, although this is not defined. It is therefore acknowledged that there is no set threshold for assessment within the current national planning policy.

5.3.3 As detailed above, a total of 38 holiday lodges at the site (accounting for the proposed uplift of 14 lodges), could be expected to generate up to 3 two-way vehicle trips during the typical AM peak hour (08:00-09:00), 8 during the PM peak hour (17:00-18:00) and 87 daily two-way vehicle movements. Therefore, the 14 additional holiday lodges could be expected to generate 1 additional two-way vehicle trip during the AM peak hour (08:00-09:00), 3 during the PM peak hour (17:00-18:00) and 31 daily two-way vehicle movements. The proposed traffic generation is significantly below the typical threshold for further assessment. As a result, the proposed development is not expected to have a severe impact on the local highway network.

5.3.4 Therefore, as the impact of the proposed development is not expected to be severe, the proposals are considered to be in accordance with the *'National Planning Policy Framework'*, which states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"* (MHCLG, 2021).

6. CONCLUSIONS

6.1.1 This Transport Note (TN) provides an appraisal of the likely transport impacts associated with a full planning application for the proposed expansion to the approved holiday lodge development (ref: H05-0773-17) on land to the west of Lowgate at Fleet Bank, within the South Holland district of Lincolnshire.

6.1.2 The proposals will be seeking full planning permission for a proposed uplift of 14 holiday lodges in order to provide a total of 38 units on the site. Planning permission was granted in July 2018 (ref: H05-0773-17) for the *'erection of 24 (in total) log cabins for holiday/leisure use including 6 no. additional log cabins; 6 cabins granted under planning permission reference H05-0699-16 and 12 no. cabins granted permission under H05-0114-15'*. As part of the previous planning approval, a simple priority T-junction connecting with Lowgate is expected to serve the site, which at the time of writing this report, hasn't been constructed. It is understood that an additional simple priority T-junction in the north-eastern corner of the site received technical approval and has since been constructed. During the construction phase of the site, construction traffic is expected to use the northern access. Upon completion of the development, the southern access will become the main site access, and the northern access will be used by refuse vehicles and emergency vehicles only.

6.1.3 A total of 11 collisions, resulting in 15 causalities occurred within the study area around the site during the five-year study period, with no additional collisions occurring during the first six months of 2021. Analysis of the study collisions has not revealed any identifiable existing collision issues associated with the expected movements of the proposed development, therefore it is considered that there are not any existing road safety issues pertinent to the development of the site. If the proposed site access junction(s) and internal roads are designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design of any schemes affecting the highway, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.

6.1.4 As previously outlined, the development proposals are seeking a proposed uplift of 14 holiday lodges above the approved level of 24, providing a total of 38 holiday lodges on the site. Although no vehicle trip generation projections were submitted as part of the approved application (ref: H05-0773-17), this TN considers the potential vehicle trip generation associated with the approved development (24 units) and the additional 14 holiday lodges proposed as part of the new full planning application.

6.1.5 The trip generation projections indicate that the approved holiday lodges could be expected to generate up to 2 two-way vehicle trips during the typical AM peak hour (08:00-09:00), 5 during the PM peak hour (17:00-18:00) and 56 daily two-way vehicle movements. The proposed development of 14 holiday lodges is expected to generate 1 additional two-way vehicle trip during the AM peak hour (08:00-09:00), 3 during the PM peak hour (17:00-18:00) and 31 daily two-way vehicle movements.

6.1.6 The overall vehicle trip generation associated with a total of 38 holiday lodges indicates that up to 3 two-way vehicle trips could be generated during the AM peak hour, 8 during the PM peak hour and 87 daily two-way vehicle movements.

6.1.7 Based on the assessments of this TN, it is considered that the proposed development would not be expected to have a severe impact on the operation of the local highway network. The proposals are therefore considered to be in accordance with the *'National Planning Policy Framework'* (NPPF) which states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"* (MHCLG, 2021).

6.1.8 It is concluded from the assessments within this TN that the proposed development would not be expected to have a severe impact in terms of road safety and traffic impact.

7. REFERENCES

CIHT (Chartered Institution of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.

DfT (Department for Transport), 2022. Road Safety Data [online: http://data.gov.uk/dataset/road-accidents-safety-data].

DfT, 2007a. Guidance on Transport Assessment.

DfT, 2007b. Manual for Streets.

LCC (Lincolnshire County Council), 2013. 4th Lincolnshire Local Transport Plan 2013/14-2022/23.

MHCLG (Ministry of Housing, Communities & Local Government), 2021. National Planning Policy Framework.

MHCLG, 2014. Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014) [online: http://planningguidance.planningportal.gov.uk].

SELJSPC (South East Lincolnshire Joint Strategic Planning Committee), 2019. South East Lincolnshire Local Plan 2011-2036.

TCL (TRICS Consortium Ltd), 2020. TRICS Good Practice Guide 2021.

Appendix 1 – Approved Site Layout Plan

ROMAN BANK

LAKE

LAKE

LAKE

TREES

TREES

LOWGATE

NEW WALLED AND GATED ENTRANCE

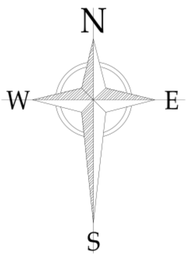
EXISTING ENTRANCE REPOSITIONED

LEGEND

	Existing Trees & Hedges to be retained
	Proposed indicative Trees & Hedges
	Existing Trees & Hedges to be removed
	Additional Cabins

rev	date	Copyright reserved	Do not scale	All dimensions to be checked on site	
Project: LAND AT LOWGATE		LarkfleetHomes			
Drawing: PROPOSED LAYOUT 12 CABINS		Larkfleet House, Falcon Way, Bourne, Lincs, PE10 0FF Tel: 01778 391550 Fax: 01778 391567			
		Date: 08.08.17	Scale: 1:500@:A1	By: MC	Dm No.: SITE-01 Rev:

Appendix 2 – Proposed Site Layout Plan





REVISION	DATE	DESCRIPTION	DRAWN
E	25.05.22	Road altered to allow for existing planting	JRB
D	16.05.22	Turning head alteration	JRB
C	06.05.22	Various cabins moved	JRB
B	27.04.22	Various amends to accomodate drain easement	JRB
A	21.04.22	Cabin blocks updated, layout amends to allow for unregistered land	JRB

ORIGINAL SIZE 100MM - THIS PRINT MAY BE REDUCED

NOTE; ALL DIMENSIONS, MATERIALS AND WORKMANSHIP IN ACCORDANCE WITH NHBC STANDARDS AND BUILDING REGULATIONS.
DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE VERIFIED WITH THE TECHNICAL OFFICE.

LARKFLEET GROUP

LARKFLEET GROUP LIMITED
LARKFLEET HOUSE
SOUTHFIELDS BUSINESS
PARK
BOURNE
LINCOLNSHIRE
PE10 0FF

TEL: 01778 391570

PROJECT

LOWGATE, FLEET

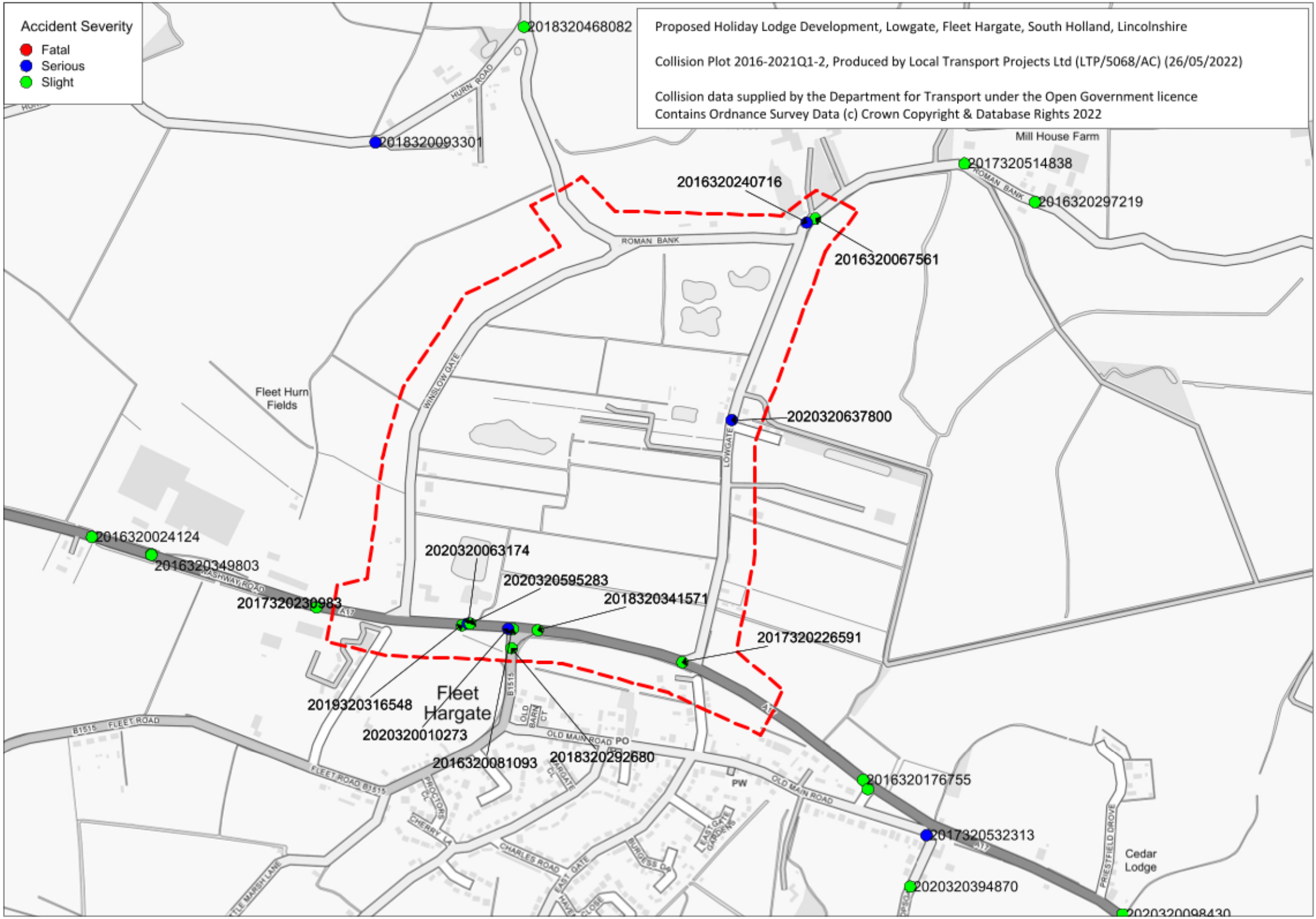
DRAWING TITLE

SKETCH SITE LAYOUT

SCALE	DATE	DRAWN	APPROVED
1:500 @A1	31.03.22	JRB	-

DRAWING NO.	REVISION
L188/SITE/01	E

Appendix 3 – Collision Plot


Accident Severity
Fatal
Serious
Slight
Proposed Holiday Lodge Development, Lowgate, Fleet Hargate, South Holland, Lincolnshire
Collision Plot 2016-2021Q1-2, Produced by Local Transport Projects Ltd (LTP/5068/AC) (26/05/2022)
Collision data supplied by the Department for Transport under the Open Government licence
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2018320468082
2018320093301
2016320240716
2016320067561
2017320514838
2016320297219
2020320637800
2016320024124
2016320349803
2017320230983
2020320063174
2020320595283
2018320341571
2017320226591
2019320316548
2020320010273
2016320081093
2018320292680
2016320176755
2017320532313
2020320394870
2020320098430
Fleet Hargate
Fleet Hurn Fields
Mill House Farm
Cedar Lodge
HURN ROAD
ROMAN BANK
WINSLOW GATE
LOWGATE
WASHWAY ROAD
A17
B1515
FLEET ROAD
OLD MAIN ROAD
PO
PW
OLD BARN CT
HARGATE CL
PROCTORS CL
CHERRY LA
CHARLES ROAD
EAST GATE
BURGESS DR
EAST GATE GARDENS
PRESTFIELD GROVE

Appendix 4 – TRICS Output

Projected Traffic Generation (Approved Lodges) 24 units

Vehicle Trip Rates (per unit)

Time	IN	OUT	TOTAL
07:00-08:00	0.025	0.042	0.067
08:00-09:00	0.025	0.044	0.069
09:00-10:00	0.047	0.058	0.105
10:00-11:00	0.050	0.114	0.164
11:00-12:00	0.072	0.092	0.164
12:00-13:00	0.072	0.075	0.147
13:00-14:00	0.106	0.031	0.137
14:00-15:00	0.114	0.078	0.192
15:00-16:00	0.103	0.067	0.170
16:00-17:00	0.125	0.086	0.211
17:00-18:00	0.164	0.061	0.225
18:00-19:00	0.106	0.086	0.192
19:00-20:00	0.117	0.083	0.200
20:00-21:00	0.097	0.042	0.139
21:00-22:00	0.058	0.033	0.091
TOTAL	1.281	0.992	2.273

Vehicle Trips

IN	OUT	TOTAL	
1	1	2	
1	1	2	AM Peak
1	1	2	
1	3	4	
2	2	4	
2	2	4	
3	1	4	
3	2	5	
2	2	4	
3	2	5	
4	1	5	PM Peak
3	2	5	
3	2	5	
2	1	3	
1	1	2	
32	24	56	

TRICS v7.9.1 - All surveys, 03-J, All sizes, GB (excl GL and Ireland), 'Freestanding Area', exc. Sat/Sun, 2006+ (3)

Projected Traffic Generation (Proposed Lodges) 14 units

Vehicle Trip Rates (per unit)

Time	IN	OUT	TOTAL
07:00-08:00	0.025	0.042	0.067
08:00-09:00	0.025	0.044	0.069
09:00-10:00	0.047	0.058	0.105
10:00-11:00	0.050	0.114	0.164
11:00-12:00	0.072	0.092	0.164
12:00-13:00	0.072	0.075	0.147
13:00-14:00	0.106	0.031	0.137
14:00-15:00	0.114	0.078	0.192
15:00-16:00	0.103	0.067	0.170
16:00-17:00	0.125	0.086	0.211
17:00-18:00	0.164	0.061	0.225
18:00-19:00	0.106	0.086	0.192
19:00-20:00	0.117	0.083	0.200
20:00-21:00	0.097	0.042	0.139
21:00-22:00	0.058	0.033	0.091
TOTAL	1.281	0.992	2.273

Vehicle Trips

IN	OUT	TOTAL
0	1	1
0	1	1
1	1	2
1	2	3
1	1	2
1	1	2
1	0	1
2	1	3
1	1	2
2	1	3
2	1	3
1	1	2
2	1	3
1	1	2
1	0	1
17	14	31

TRICS v7.9.1 - All surveys, 03-J, All sizes, GB (excl GL and Ireland), 'Freestanding Area', exc. Sat/Sun, 2006+ (3)

Overall Traffic Generation 38 units

Vehicle Trip Rates (per unit)

Time	IN	OUT	TOTAL
07:00-08:00	0.025	0.042	0.067
08:00-09:00	0.025	0.044	0.069
09:00-10:00	0.047	0.058	0.105
10:00-11:00	0.050	0.114	0.164
11:00-12:00	0.072	0.092	0.164
12:00-13:00	0.072	0.075	0.147
13:00-14:00	0.106	0.031	0.137
14:00-15:00	0.114	0.078	0.192
15:00-16:00	0.103	0.067	0.170
16:00-17:00	0.125	0.086	0.211
17:00-18:00	0.164	0.061	0.225
18:00-19:00	0.106	0.086	0.192
19:00-20:00	0.117	0.083	0.200
20:00-21:00	0.097	0.042	0.139
21:00-22:00	0.058	0.033	0.091
TOTAL	1.281	0.992	2.273

Vehicle Trips

IN	OUT	TOTAL
1	2	3
1	2	3
2	2	4
2	4	6
3	3	6
3	3	6
4	1	5
4	3	7
4	3	7
5	3	8
6	2	8
4	3	7
4	3	7
4	2	6
2	1	3
49	37	86

TRICS v7.9.1 - All surveys, 03-J, All sizes, GB (excl GL and Ireland), 'Freestanding Area', exc. Sat/Sun, 2006+ (3)