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Proposed New Classroom Building
Gosberton House Academy, Westhorpe Road, Gosberton, Spalding

Transport Statement

C4324 – Gosberton House Academy
October 2023



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consulting

CIVIL | STRUCTURAL | GEOTECHNICAL & ENVIRONMENTAL | TRAFFIC AND TRANSPORT

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Reliance

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Signed for and on behalf of HSP Consulting:

Paul Daykin, Director

Issue & Revision History

Revision	Status	Originator	Checked	Approved	Date
0	Final for Review	KB	AE	AE	30.10.2023
P01	Final	KB	AE	AE	30.10.2023
Project Number: C4324			Document Reference: HSP2023-C4324-T&T-TS-1835		

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1 Introduction

1.1 Introduction

- 1.1.1 This Transport Statement (TS) report has been prepared by HSP Consulting Engineers Ltd (HSP), working on behalf of Wates Construction, to support a full planning application for the construction of a new single storey classroom building to replace the 2 existing temporary classrooms at Gosberton House Academy (GHA), Westhorpe Road in Gosberton, Spalding. The temporary classrooms were granted planning permission for 5 years in January 2023.
- 1.1.2 The new building will comprise of 4 classrooms and associated therapy spaces to enable the school to meet all complex special educational needs and disabilities (SEND), including catering for children with profound and multiple learning difficulties.
- 1.1.3 The proposals include the increase of car parking spaces to enable the school to cater for staff to meet the above needs and address existing insufficient parking capacity. The proposals increase car parking from 29 to 57 spaces, to include 2 accessible spaces. Of these, 2 will be electric vehicle (EV) spaces (1 of which will be an accessible space). There are also 14 covered cycle parking spaces proposed, and the proposals further include the re-design of the internal vehicle circulation and vehicle drop-off / pick up area.
- 1.1.4 GHA is a specialist primary school operated by the University of Lincoln Academy Trust. GHA caters for children with an Autistic Spectrum Disorder, with a number of places for children with additional needs including learning, communication, sensory and social needs. The proposed works associated with the planning application will enable the school to offer places to future cohorts meeting all complex SEND needs, including catering for children with profound and multiple learning difficulties.

- 1.1.5 The works proposed will replace existing temporary classrooms and although the official capacity of GHA is 64 pupils, it is oversubscribed with currently 103 pupils which could potentially increase to 112 pupils subject to pupil demand. The additional number of pupils can be safely and suitably catered for at GHA. Subject to demand and additional SEND provision in the County, the school may eventually return to its optimum capacity of 64 pupils.
- 1.1.6 GHA employs 33 fulltime staff and 12 part-time staff. Additionally, there are staff from the outreach team on site regularly, up to a maximum of 10 at one time. If pupil numbers increase as mentioned above, it is expected that 6 additional staff members will join the school subject to the needs of pupils.
- 1.1.7 The pupils at the school require supervision, and so all are dropped-off and picked-up within the school site by local authority funded school transport or parents / carers.
- 1.1.8 The Local Planning Authority (LPA) is South Holland District Council (SHDC), and the Local Highway Authority (LHA) is Lincolnshire County Council (LCC).
- 1.1.9 This TS has been undertaken to present the proposed transport facilities to support the new classroom building and assess the impacts of this.

1.2 Location of Site

- 1.2.1 The proposed new building lies within the property of the existing Gosberton House Academy. The school lies in the west of Gosberton, and north of Westhorpe Road. Gosberton lies approximately 9km north of Spalding, and 15km south-west of Boston, in Lincolnshire. **Figure 1.1** illustrates the location of the school in relation to the surrounding area.

- 1.2.2 The proposed new building lies within the Gosberton House Academy grounds, to west of the existing parking area. The proposed new parking area lies to the north of the existing parking area, with access via the existing parking area.
- 1.2.3 **Figure 1.2** presents the location of the site within its immediate context. The site is bound residential properties to the north, to the east is Gosberton House Care Home and St Peter and St Paul's Church, to the south is Westhorpe Road and to the west are residential properties and open fields.
- 1.2.4 Land uses surrounding the development site include a mix of community and residential developments.

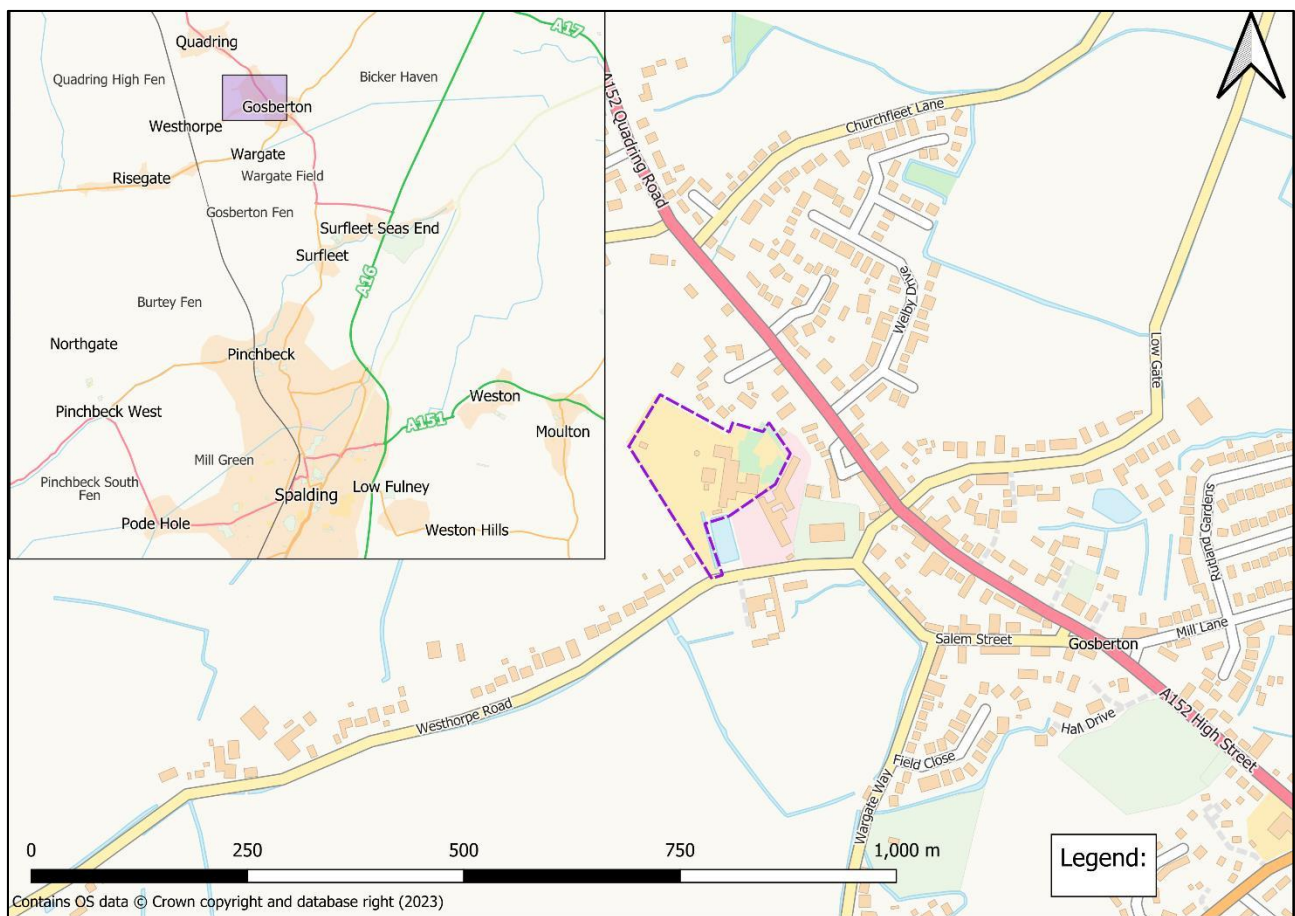


Figure 1.1: Site in context of surrounding area



Figure 1.2: Site within Immediate Context

1.3 Purpose of Report

- 1.3.1 A TS is required to support a planning application where a development could generate a reasonable degree of vehicle movements throughout the course of a day. It is a systematic process to assess the effects of a proposed development from a transport perspective, and to provide the necessary information to assist planning and highways authorities when determining a planning application.
- 1.3.2 The National Planning Policy Framework (2021), paragraph 113 outlines that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”. As the proposals will not generate a significant amount of vehicle trips, a TS rather than a TA is

prepared. A School Travel Plan is an LCC requirement for any proposed development at a School and this is submitted with the planning application.

1.3.3 Accordingly, this TS has considered the following and has been prepared using the following methodology and study parameters:

- i.* The site and the local transport conditions;
- ii.* Existing highway safety issues and traffic flows;
- iii.* Access to the site by sustainable modes of transport;
- iv.* The pedestrian and vehicle access strategy and parking proposals;
- v.* An assessment of the proposed development trips on the transport network and;
- vi.* Mitigation strategy for any impacts.

1.4 Report Contents

1.4.1 The remainder of this report includes the following:

Section 2.0 Policy Context

This section reviews national and local planning and transport policy and guidance relevant to the application.

Section 3.0 Existing Conditions

This section describes the existing conditions of the development site, relevant planning history and examines the local road network. It also analyses personal injury accident data and traffic data for the local road network.

Section 4.0 Proposed Development

This section outlines the proposed development, including the proposed pedestrian and vehicle access arrangements, car and cycle parking provision, and servicing arrangements.

Section 5.0 Site Accessibility

This section considers the accessibility of the development site by sustainable modes of transport and by all site users, and it demonstrates the site's proximity to local amenities and facilities in Loughborough City Centre.

Section 6.0 Trip Rate and Traffic Generation

This section examines the vehicle and person trip rates and traffic generation forecasts for the proposed development.

Section 7.0 Summary and Conclusion

This section summarises the TS and the impact of the development on the local transport network.

2 Policy Context

2.1 Introduction

- 2.1.1 The national and local policy and guidance set out in **Table 2.1** has been considered throughout the preparation of this TS and the design of the proposed development from a transport perspective.

Table 2.1: Planning Policy Framework

	Planning Policy
National Policy	<i>National Planning Policy Framework (NPPF) (2023)</i>
	<i>National Planning Practice Guidance (NPPG)</i>
Local Policy	<i>Lincolnshire County Council's Local Transport Plan 5</i>
	<i>South East Lincolnshire Local Plan 2011-2036</i>

2.2 National Planning Policy Framework

- 2.2.1 The NPPF published in 2023 sets out the government planning policy for England and how this should be applied. Chapter 9: Promoting Sustainable Transport includes the following approaches to decision making and development planning. 2.2.3 Para 111: 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.
- 2.2.2 *Para 110:* In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;

- c) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance.
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.2.3 *Para 112:* Within this context, applications for development should:

- i. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- ii. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- iii. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- iv. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- v. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.4 *Para 113:* All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.3 National Planning Practice Guidance

2.3.1 National Planning Practice Guidance (NPPG) is an online-web based document brings together many areas of English planning guidance into a stream-lined format, which is inter-linked with policy as set out in the National Planning Policy Framework.

2.3.2 The NPPG on Travel Plans, Transport Assessments and Statements was published by the DCLG on the 6th of March 2014. It provides the following advice on when Transport Assessments and Transport Statements are required and what they should contain:

“Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (i.e., in the case of developments with anticipated limited transport impacts)”

2.3.3 The document goes on to state the following underlying rationale for a TA or TS:

“Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be ‘severe’, which may be a reason for refusal, in accordance with the National Planning Policy Framework”.

2.4 Lincolnshire County Council’s Local Transport Plan 5

2.4.1 Lincolnshire County Council (LCC) is the Local Transport and Highway Authority for local roads in the county. The LCC Local Transport Plan 5 (LTP5) is designed to cover the short-, medium- and longer-term time horizons for transport and highways for the whole county. It primarily focuses on the five-year period up to 2026, but also considers issues up to 2034.

2.4.2 The LTP5 is made up of 4 parts, namely its Integrated Transport Strategy, Delivery and Implementation Plan, supplementary and supporting modal strategies and road safety, and monitoring and evaluation.

- 2.4.3 The Integrated Transport Strategy includes the Plans high-level policy and strategy context and sets out the guiding principles and policies for transport delivery. . Policies which is relevant to this study are:
- 2.4.4 Policy Green4: “We will use the local and strategic development management processes to ensure that development is planned, delivered and managed to reduce the need to travel and support the delivery of sustainable transport modes. We will support the provision of improved walking, cycling and public transport services and facilities as part of new developments and actively encourage innovative solutions such as car clubs, mobility hubs, active travel plans and other sustainable solutions as opposed to single occupancy car use.”
- 2.4.5 Policy SH6: “In partnership with others, we will promote the benefits of active travel and support initiatives that encourage and promote a healthier lifestyle by people changing their travel behaviour.”
- 2.4.6 Policy HA2: “We will seek to increase accessibility for everyone by promoting measures to improve accessibility to the transport network.”
- 2.4.7 The LTP5 has several sub-strategies, some of which have relevant objectives and aims to this study. The relevant sub-strategies and aims are:
- 2.4.8 The LCC Walking Strategy aims to achieve its walking objectives by working with planning authorities to *“ensure that walking is prioritised through effective planning and design of new developments”* and *“ensure travel plans that encourage and facilitate walking are developed and implemented”*.
- 2.4.9 The LCC Cycling Strategy has a vision which includes *“...making cycling the natural and accessible choice for shorter utility trips for all abilities and ages.”*

- 2.4.10 The LCC Electric Vehicle (EV) Strategy, which identifies measure to overcome barriers to Electric Vehicle Chargepoint (EVCP) rollout. A relevant recommendation/ action within this sub-strategy aims to *“Future proof new developments with EV parking standards and requirements for developers to incorporate EVCP’s or passive provision”*.

2.5 South East Lincolnshire Local Plan 2011-2036

- 2.5.1 The South East Lincolnshire Local Plan 2011-2036 was adopted in March 2019. It covers South Holland District (which is the planning authority for the proposed site) and Boston Borough. It guides development and land use across South East Lincolnshire.
- 2.5.2 Relevant policy within the Local Plan is summarised below:
- 2.5.2.1 Policy 33: Delivering a More sustainable Transport Network by *“providing safe and convenient access to a comprehensive and attractive foot and cycle path network can help encourage greater use, particularly for local journeys that may otherwise have been made by private car”* and *“enhancing access on foot and bicycle to...places of work”*.
- 2.5.3 Policy 36: Vehicle and Cycle Parking. The Plan provide minimum parking standards, and goes on to state that secure, covered cycle parking should be provided for staff and visitors close to the building entrance, and that electric vehicle chargepoints will be required where there are more than 50 parking spaces.

3 Existing Conditions

3.1 Introduction

- 3.1.1 This section considers the existing conditions at the development site in terms of its current use and planning history, existing access arrangements and the local highway network.

3.2 Existing Use

- 3.2.1 GHA is a specialist primary academy primarily providing for children with an Autism Spectrum Condition, with places for children with additional needs. The school capacity is officially 64 but is significantly oversubscribed with 103 pupils on the roll. GHA employs 33 fulltime staff, 12 parttime staff and up to 10 outreach staff on site at a time.
- 3.2.2 The development site is currently occupied by school buildings, associated play areas, vehicle parking, pick-up/ drop-off areas and associated circulation area. Vehicle access is from Westhorpe Road. There are currently 29 vehicle parking spaces; there are no accessible spaces or electric vehicle spaces, and there is no cycle, scooter or motorcycle parking. The existing vehicle parking is currently insufficient with double-parking and parking on open spaces being a regular occurrence.

3.3 Planning History

- 3.3.1 A review of SHDC's online planning portal indicates that a number of planning applications have been submitted with respect to the development site: The relevant applications are summarised below.
- i.* Planning permission was approved retrospectively for the mobile classrooms in July 2013 (ref: H08-0484-13), with the link between the classrooms approved at the same time (ref: H08-0486-13). The approval was valid for 5 years.
 - ii.* In January 2023, further planning permission was approved for the siting of the 2 mobile classrooms and link for another 5 years (ref: H08-1126-22).

3.4 Existing Operations

- 3.4.1 Given that Gosberton House Academy is a specialist primary school catering for Special Educational Needs, all pupils at the school require supervision, and so all are dropped-off and picked-up within the school site either by taxi's provided by LCC or by their parents.
- 3.4.2 Currently, 90 pupils use local authority (LA) funded transport, and travel in 15 minibuses. The remaining 11 pupils travel by private car with parents or carers. These tend to be new starters at the school; after which they will switch to LA-funded transport. Currently, none of the pupils walk, cycle or travel by public transport.
- 3.4.3 The school day starts at 08:45 and ends at 15:15, with wraparound care running from 07:30 until school start, and after school until 17:15. There is no community use of the facilities.
- 3.4.4 Currently, most staff arrive at the site and park before pupils arrive. Pupils travelling by private car (11 pupils) arrive before LA- funded transport and are dropped off within the school grounds by their parents or carers.
- 3.4.5 LA-funded transport is by 12-seater minibus, with the majority of pupils (90) travelling to and from school by this mode. The process of dropping off and picking up of pupils is well managed by the transport operator and between the drivers, with minibuses entering the site in batches of 3 to 5, dropping off or collecting, and exiting before the next group enter. Drivers manage themselves so that they arrive at a time when the minibuses before them are leaving, so that waiting time on the external highway is avoided or minimised.
- 3.4.6 Currently, there is a driveway into the school grounds of approximately 80m in length, and a painted roundabout outside the main school entrance which allows for pupil drop-off and pick up. Up to 5 minibuses can be accommodated on the roundabout and in the drop-off/pick-up area at a time. The roundabout also allows for the minibuses to turn around and exit the school grounds. The drop-off area is shown in **Figure 3.1** below.



Figure 3.1: Drop-off/ pick-up area on the roundabout

- 3.4.7 The system for pupil drop-off and pick-up is well managed, with minibuses arriving in a particular order and senior school staff ensuring that the correct pupils are ready for pick-up by their allocated minibus and driver.
- 3.4.8 There have been no complaints by the public or nearby residents about traffic management at the school and there are no known existing highway or transport safety issues.
- 3.4.9 As mentioned previously, parking on-site is currently severely over capacity with double-parking taking place and staff and visitors having to regularly park on open spaces. This is illustrated in **Figures 3.2 and 3.3** below.



Figure 3.2: Parking occurring on open spaces



Figure 3.3: Double parking and parking on the roundabout

3.4.10 With regards to servicing, the following currently occurs, and will remain in operation after the development proposals are implemented:

3.4.10.1 Refuse collection is offsite at the school gates once per week;

- 3.4.10.2 Oil delivery is monthly, within the school grounds and outside of pupil drop-off or pick-up times;
- 3.4.10.3 Food deliveries occur once per week within the school grounds and outside of pupil drop-off or pick-up times.

3.5 Existing Access Arrangement

- 3.5.1 **Figure 3.4** is an image of the existing vehicular and pedestrian access arrangements . The site takes access off Westhorpe Road.

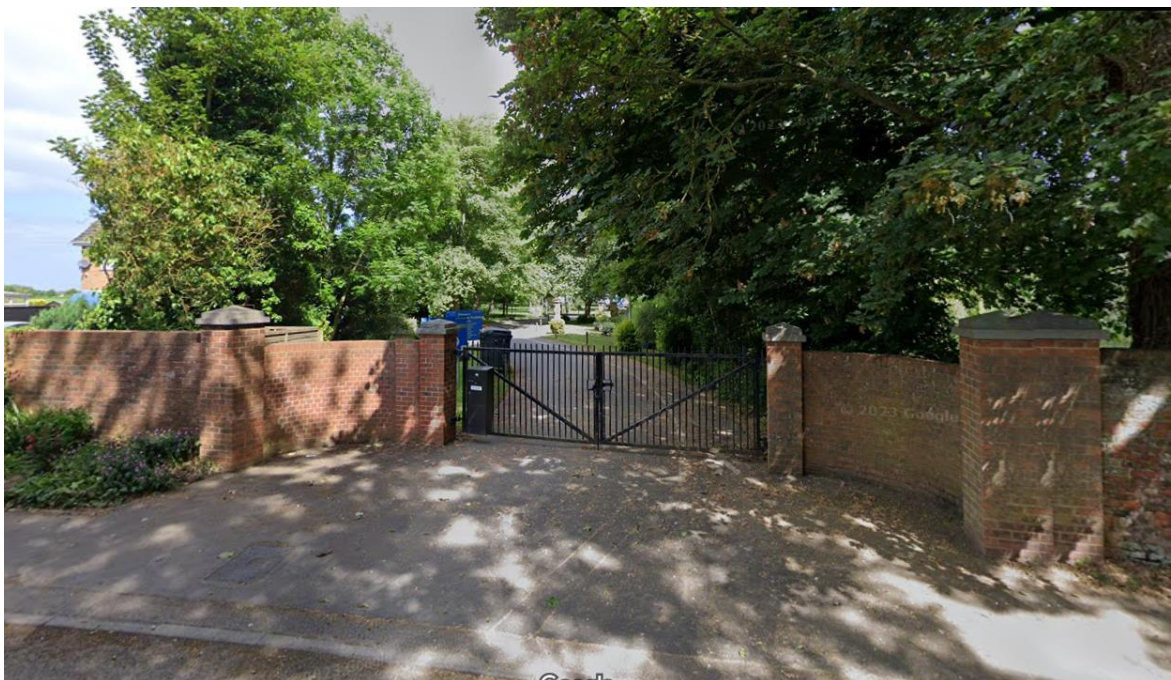


Figure 3.3: Existing Access Arrangements at Development Site (Westhorpe Road)

- 3.5.2 The access is c. 5m in width, which includes a marked footway of c. 1.2m on its eastern side. The footway is marked on the driveway surface, and so vehicles can traverse this if necessary. Vehicle, cycle and pedestrian access is taken at this point although only staff or visitors walk or cycle to and from the site and do so before or after pupil transport vehicles are present. The access is gated (with a shared vehicle and pedestrian gate) at its southern end at Westhorpe Road, with a secondary gate at its northern end, which consists of

separate vehicle and pedestrian gates. The driveway has a length of some 80m, which can provide stacking space to in excess of 10 vehicles. The driveway is shown in **Figure 3.4** below.



Figure 3.4 Driveway into the site

3.6 Local Highway Network

Westhorpe Road

- 3.6.1 Westhorpe Road runs in a west to east alignment and is a single carriageway with one lane in each direction. It has a width of c.6.0m and is lit. It has a footway of c.2.0m on its northern side, which is in good condition.
- 3.6.2 Near the school, it is subject to a 30mph speed limit; this increases to 40mph at a point approximately 80m west of the school access.
- 3.6.3 There are no TRO's in place in the vicinity of the school access.

3.7 Road Traffic Accident Data

- 3.7.1 The NPPG 'Transport evidence bases in plan making and decision taking' document states the following:

“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems”.

- 3.7.2 To examine the safety record of the highway network from which the proposed development will be accessed, personal injury accident (PIA) data was searched on Crashmap for a five-year period between the years of 2017 to 2021 (the latest time period on record).
- 3.7.3 There were no accidents recorded on Westhorpe Road within 250m of the site access during this period.

4 Proposed Development

4.1 Introduction

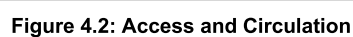
- 4.1.1 This section provides an overview of the proposed development in terms of the quantum of development and elements most relevant from a highways and transport perspective. Accessibility by non-car modes is discussed in greater detail in Section 5 of this report.

4.2 The Development Proposal

- 4.2.1 The proposals include the erection of a single-storey modular building of approximately 720m² with 4 classrooms, a therapy room, nurses room, physiotherapy room, staff room, soft play room, hygiene suite, sensory room, calm room, laundry room, group room and toilets.
- 4.2.2 The proposals further include the provision of 57 parking spaces, which is 28 more than the existing arrangements. The parking spaces will be made up of 2 accessible and 55 regular parking spaces. Two of the spaces (including 1 accessible space) will have electric vehicle chargepoints. The proposal also includes 14 new covered cycle parking spaces for use by staff.
- 4.2.3 The building will be used to accommodate existing pupils at the school. However, the provision of additional facilities will provide for additional needs and the forecasts are that the school will continue to be oversubscribed and could see an increase of 9 pupils, and an increase of 6 fulltime staff depending on pupil needs and demand.
- 4.2.4 The proposed site plan is presented in **Figure 4.1** and the access and circulation proposals are shown in **Figure 4.2**.



Figure 4.1: Proposed Site Plan



4.3 Pedestrian and Cycle Access Arrangements

- 4.3.1 Pedestrian and cycle access to the school will not change from the existing operation, with access still to be taken from the access on Westhorpe Road. There are currently no operational or safety issues with this arrangement and therefore there are no issues anticipated with replicating the same arrangements in the future.

4.4 Vehicular Access Arrangements

- 4.4.1 Vehicular access to the development will not change, with access continue to be taken from the access on Westhorpe Road. The access arrangement will remain is it is currently, with no amendments to carriageway width, junction radii, visibility splays or clearance height.
- 4.4.2 The design of the access and driveway will not change, however the drop-off area, parking area and internal circulation will be redesigned and expanded. A swept-path analysis has been undertaken for a fire appliance vehicle, a large refuse vehicle, an ambulance, minibus and a standard car to confirm that these vehicles can still access and egress the site in forward gear. The swept path vehicle tracking is presented in **Appendix A**.

4.5 Servicing Arrangements

- 4.5.1 No changes will be made to the servicing arrangements, and they will continue in the existing manner.
- 4.5.2 As shown in **Appendix A**, swept path vehicle tracking has been conducted on the proposed internal layout, using a fire appliance vehicle, a large refuse vehicle, a delivery vehicle, an ambulance, a minibus taxi and a standard car. It can be seen that all vehicles can be accommodated within the site.

4.6 Vehicle Parking Provision

- 4.6.1 The current parking standards for SHDC are in Appendix 6: Parking Standards in the *South East Lincolnshire Local Plan 2011-2036*. The Parking Standard recommends minimum vehicle parking of 1 space per 2 staff for nursery, primary or secondary schools. Policy 36 of the same Local Plan states that where more than 50 parking spaces are provided, at least 1 double electric vehicle charge point will be required (2 parking spaces). There is no specific parking standard for SEND schools, so a site-specific strategy has been developed in coordination with the school.
- 4.6.2 The current vehicle parking provision is 29 spaces, and currently does not include accessible or electric vehicle spaces. The proposals include for an additional 28 spaces, for a total of 57 spaces. Of these, 2 will be accessible spaces, and 2 will be fitted with electric vehicles chargepoints (1 of which will be a disabled space).
- 4.6.3 There are 33 fulltime and 12 parttime staff at the school, for a total of 45 staff. Further, it is expected that there might be an additional 6 fulltime staff as a result of the proposals. There are also regular visitors to the school, including the outreach team, with an average of 6 additional team members on site daily, and a maximum of 10 additional members on site at least once per week.
- 4.6.4 Given the above, the proposed parking provision which aims to keep all vehicles off the public highway has been determined and **Table 4.1** summarises this.

Table 4.1: Proposed Parking Provision

	No. of Spaces provided	Notes
Parking spaces for staff	51	1 space per staff member
Accessible parking spaces	2	<i>Within the above allocation</i>
EV parking spaces	2	<i>Within the above allocation</i>
Visitor parking spaces	6	As per daily visitor average
Total Vehicle Parking Spaces	57	
Cycle parking	14	Covered shelter

4.7 Cycle Parking

- 4.7.1 The SHDC guidelines recommend 1 cycle space per 3 staff for nursery, primary or secondary schools.
- 4.7.2 Given the specialist nature of the school, pupils are not able to make their way to school without supervision, and so the above cycle guidelines would not be appropriate.
- 4.7.3 14 cycle parking spaces are proposed at the school for staff and visitors; given the location of the site and distance travelled by staff this is considered adequate.

4.8 Drop-off and Pick-up Arrangements

- 4.8.1 Given that all pupils require supervision, the drop-off and pick-up of pupils is highly managed by senior school staff and the transport company.
- 4.8.2 The current parking, drop-off and pick-up activities are as follows, and it is proposed that the process continues in the same manner:

- All fulltime staff arrive and park before pupil drop-off in the morning and leave after pupil pick-up in the afternoon.
- 11 pupils are dropped by their parents or carers; in the morning these pupils arrive before pupils in LA-funded minibuses, and leave after those in the afternoon, to prevent being on-site at the same time as the minibuses .
- The remaining pupils are transported by minibuses provided by LCC, in 15 taxis. The taxis are all from the same taxi company, with the same drivers, which means that they are familiar with the pick-up and drop-off process.
- In the morning, parents enter the site in the morning to drop-off pupils before minibus taxis arrive. Pupils disembark and vehicles depart the site. Following this, minibuses enter the site in a particular order, in batches of 3 to 5. Pupils disembark and vehicles depart the site. Minibus drivers aim to arrive at the school as close to the time that they can enter as possible, so as to minimise waiting time on the highway.
- The management process aims to have as few vehicles as possible waiting on the site.
- In the afternoon, minibus taxis enter the school site in batches of 3 to 5, in their particular order, and wait for pupils. Given that the process is managed, and pupils are transported by the same drivers every day, and the pupils are prepared for pick-up according to the order in which their minibus arrives. Pupils are picked up; their minibus departs the site, and the next minibuses enter the site according to the order.
- After all minibuses have collected their pupils, those pupils are picked up by parents or carers are pick-up on site, and their vehicles exit the site.

5 Site Accessibility

5.1 Introduction

5.1.1 This section assesses the accessibility of GHA by all transport modes. A principal element of national and local policy is to ensure that developments are served by non-vehicular modes of travel. It is also critical that developments are sited in close proximity to complementary land uses. Incorporating these principles into a new development will help enable future site users to make sustainable travel choices and reduce their travel and/or car use.

5.1.2 Due to the specialist nature of GHA, pupils travel from all over Lincolnshire and are required to be dropped off and picked up within the site for safeguarding. However, it is advantageous that GHA is located relatively central within the southern half of the County of Lincolnshire. Staff, particularly teaching and outreach staff, are more specialised and likely to travel further distances than staff of a mainstream school. The above factors limit the potential for travel to and from GHA by sustainable transport. Nevertheless, it is important to highlight the sustainable transport opportunities and benefits of making some, if not all, of their trips to and from GHA by active modes of travel and public transport

5.2 Local facilities and amenities

5.2.1 The Institute of Highways and Transportation (IHT) has published several guidance documents with respect to the provision of sustainable travel in conjunction with new developments. Within these documents, it is suggested that:

- i.* Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);

- ii. The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and
- iii. Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (Planning for Walking, 2015).

5.2.2 Manual for Streets (DfT, 2007) identifies 'Walkable neighbourhoods' as being: "...characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot." Whilst this is a useful indicator, both Manual for Streets and TD91/05 of the Design Manual for Roads and Bridges outline that walking can be used to access a variety of destinations within a range of up to 2km and 2 miles respectively.

5.2.3 Based on the above guidance on journey time/distance thresholds, **Table 5.1** and **Figure 5.1** highlight the local amenities and facilities within walking and/or cycling distance of the school. This demonstrates that the site is located in close proximity to a few amenities and facilities which can fulfil the needs of staff at the school.

Table 5.1: Local Amenities and Facilities

Local amenities and facilities	
Within 500m	Convenience store, barbers, tearoom,
Within 1,000m	Takeaway, butcher & deli, convenience store, hair salon

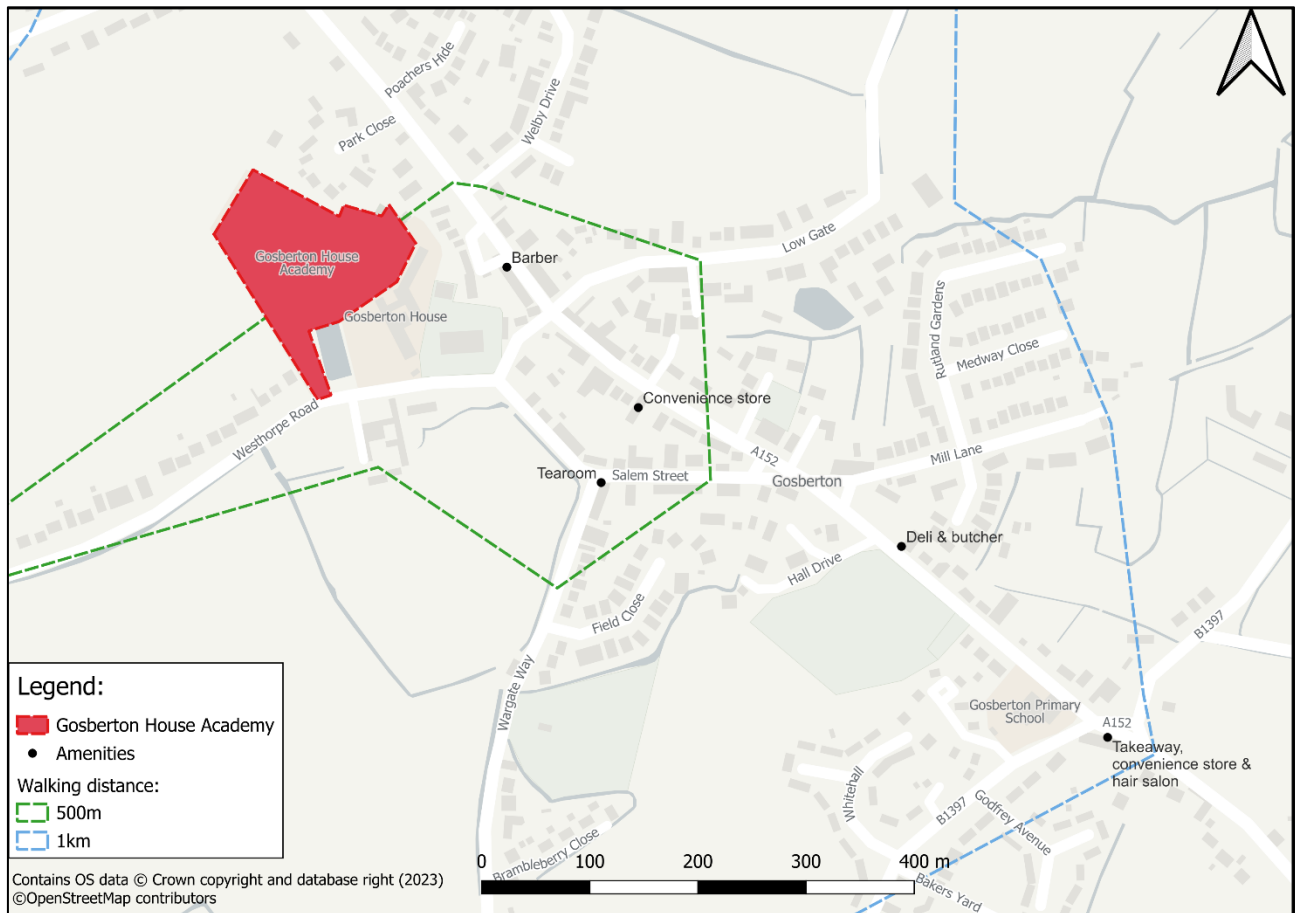


Figure 5.1: Local amenities and facilities

5.3 Pedestrian Accessibility

- 5.3.1 As previously outlined, it is generally accepted that ‘active travel’ modes (walking and cycling) provide important alternatives to the private car and should be encouraged either on their own or as part of longer journeys via public transport.
- 5.3.2 With regards to the pedestrian accessibility of developments, ‘Guidelines for Providing for Journeys on Foot’ (IHT, 2000) provides suggested acceptable walking distances to common facilities. **Table 5.2** presents these thresholds and based on this **Figure 5.2** illustrates the 500m, 1km and 2km pedestrian catchment of the development site.

Table 5.2: IHT 'Guidelines for Providing for Journeys on Foot' Walking Distances

IHT Guidelines	Distance		Walk Time	
	Commuting / Walking to School and Recreational	Other Non-Commuter Journeys	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys
Desirable Maximum Distance	500 metres	400 metres	6.25 mins	5 mins
Acceptable Maximum Distance	1,000 metres (1km)	800 metres	12.5 mins	10 mins
Preferred Maximum Distance	2,000 metres (2km)	1200 metres	25 mins	15 mins

5.3.3 **Table 5.3** and **Figure 5.2** below shows that there are public transport facilities and residential areas located with the desirable, acceptable and preferred maximum walking distances as provided in the IHT guidelines, above.

Table 5.3: Accessibility

	Accessibility
Within 500m (desirable maximum distance)	Bus stops, residential areas
Within 1,000m (acceptable maximum distance)	Further residential areas of Gosberton
Within 2,000m (preferred maximum distance)	Residential areas in areas surrounding Gosberton

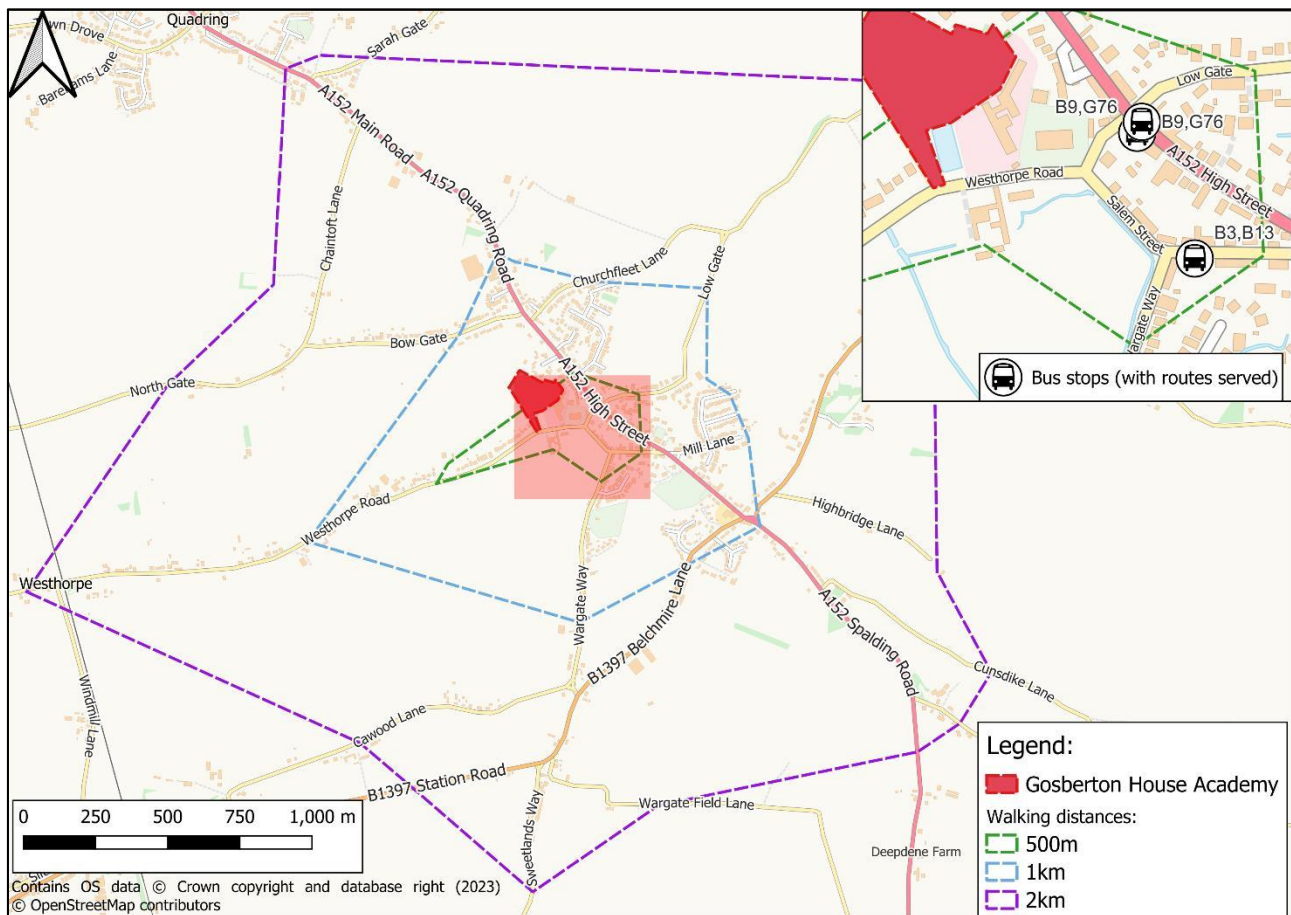


Figure 5.2: Pedestrian Isochrone

5.3.4 As Figure 5.1 and Figure 5.2 illustrate:

- i. Almost all of Gosberton, with its residential areas, lie within 1km walk of the school;
- ii. The 2km walking catchment includes some residential and rural areas surrounding Gosberton.
- iii. Within a 500m walking distance, there are bus stops which some staff can utilise for journeys to work.

5.4 Cycle Accessibility

5.4.1 It is generally accepted that cycling has the potential to substitute for short car trips and to form part of a longer journey on public transport. Local and national government guidance often cites 5km as a journey distance threshold for cycling i.e., car journeys under 5km could be replaced by cycling.

- 5.4.2 More recent guidance from the DfT, Local Transport Note 1/20 - Cycle Infrastructure Design (July 2020), suggests that journeys of up to 5 miles (8km) could be transferable from the car to cycling as it states the following: “Two out of every three personal trips are less than five miles (8km) in length (Transport Statistics Great Britain, DfT, 2016) – an achievable distance to cycle for most people.”
- 5.4.3 Taking this guidance together, **Figure 5.3** shows the site’s 2 km and 5km cycling catchment (from the site access). Gosberton residential areas are accessible within a 2km cycle, and several surrounding residential areas such as Quadring, Risegate and Surfleet Seas End are within a 5km cycle of the school.

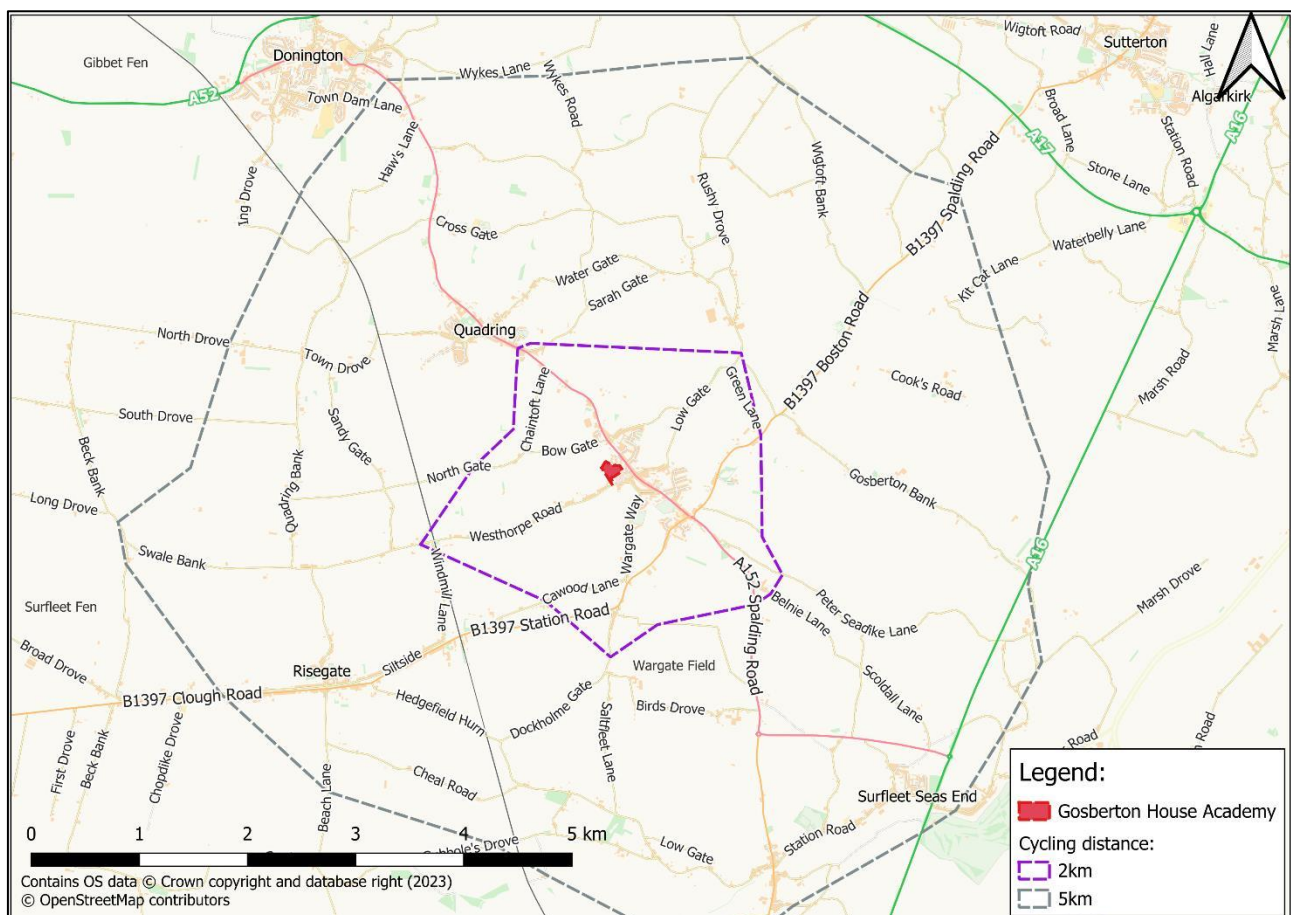


Figure 5.3: 5km Cycling distances

5.5 Public Transport Accessibility

5.5.1 The information in this section reflects the public transport services available in the vicinity of the site.

Bus

5.5.2 The nearest bus stops to the school are on A152 High Street and Salem Street, both within a 400m walking distance of the school, measured from the parking area within the school, as shown in **Figure 5.2**.

5.5.3 The nearest stops on A152 High Street have no infrastructure, whilst the stop on Salem Street is marked by a flag and pole and has a static timetable. **Table 5.3** provides details of the buses that serve the stops.

Table 5.3: Buses available from Bus Stops on A512 High Street and Salem Street

Service	Available from	Operator	Route	Weekday Daytime Frequency	Days of operation
B9	A152 High Street	Brylaine Travel	Spalding – Pinchbeck – Gosberton – Quadring – Donington - Boston	Every 1-2 hours	Monday – Friday Daytime
B3	Salem Street	Brylaine Travel	Spalding – Pinchbeck – Gosberton – Sutterton – Wyberton - Boston	Hourly	Monday – Friday Daytime

5.5.4 As can be seen in **Table 5.3**, there are some, although limited, bus services from Boston, Spalding and some surrounding residential areas which may provide convenient access for staff and visitors to the school.

Rail

5.5.5 The nearest rail station is located in Spalding, some 9km away from the school. It is unlikely that staff or visitors to the school would make journeys to the school using this station, due to the distance.

5.6 Road Network

- 5.6.1 GHA is accessed from Westhorpe Road which runs in an east / west alignment and is a single carriageway with one lane in each direction. It has a width of c.6.0m and is lit. It has a footway of c.2.0m on its northern side, which is in good condition.
- 5.6.2 Near the school, traffic is subject to a 30mph speed limit; this increases to 40mph at a point approximately 80m west of the school access.
- 5.6.3 There are no Traffic Regulation Orders in place in the vicinity of the school access.
- 5.6.4 To access GHA from the wider road network, Westhorpe Road connects to Quadring Road (A152) with a priority junction located approximately 150m east of the school access. The A152 connects to Donnington and the A52 to the north of Gosberton and to the south links to the A16. The A152 also connects to the B1397 which leads to the A17 to the east. As such, the strategic / regional road network is accessible which connects to towns and villages within Lincolnshire.

5.7 Summary of Accessibility

- 5.7.1 Overall, it is deemed that the site is in a somewhat accessible location which will enable some school staff and visitors to undertake journeys by sustainable modes such as walking, cycling and public transport.

6 Trip Rate and Traffic Generation

6.1 Introduction

6.1.1 This section of the report presents the anticipated vehicle trip rate and traffic generation by the school.

6.2 Trip Generation by Existing Use

6.2.1 Given the nature of the school, all pupils have a EHCP and therefore require supervision. Therefore, general school trip rates are not applicable. Existing trip generation is detailed below.

6.2.2 The current pupils travel to the school as follows:

- 90 pupils in 15 taxis;
- 11 pupils dropped by parents /carers;
- No pupils walk or cycle.

6.2.3 A staff travel survey has recently been undertaken and results are included in the Travel Plan. The results show that the vast majority of staff and visitors drive to the school, with 1 staff member using a sustainable mode of transport (i.e., walking) to the school.

6.2.4 The arrival and departure of pupils is highly managed and supervised by senior staff.

6.3 Existing Vehicle Trip Rate and Traffic Generation

6.3.1 Based on the above information, **Table 6.1** presents the existing traffic generation. The following has been assumed:

- Staff arrivals are split evenly over the 07:00 -08:00 and 08:00-09:00 hours;
- Staff departures are split evenly over the 15:00-16:00.16:00-17:00 and 17:00-18:00 hours;

- A worst-case scenario of 1 two-way trip per staff member is assumed, which equates to 45 daily two-way trips;
- A worst-case scenario of 1 two-way trip per visitor is assumed (max visitors on site), which equates to 10 daily two-way trips;
- 26 two-way trips are assumed for the morning drop-off, and 26 two-way trips for the afternoon pick up (15 taxis and 11 parents);
- All pupils arrive within the 08:00-09:00 peak hour;
- All pupils leave within the 15:00-16:00 hour;
- All (non-outreach team) visitors and deliveries arrive and depart outside of the peak hours.
- No wraparound care trips.

Table 6.1: Existing Vehicle Traffic Generation

	Vehicles		
	IN	OUT	Two Way
07:00 - 08:00	28	0	28
08:00 - 09:00	53	26	79
15:00 - 16:00	26	26	52
16:00 - 17:00	0	28	28
17:00 - 18:00	0	27	27
Staff & Pupil Daily Vehicles 0700 - 1800	107	107	214

6.3.2 It is considered that this level of vehicle trip generation in the network peak hours has a negligible impact on the local highway network.

6.4 Proposed Vehicle Trip Rate and Traffic Generation

6.4.1 It is expected that there will be slight increase in pupil and staff numbers, of 9 pupils and 6 staff. The additional number of pupils can be safely and suitably catered for at GHA. Subject to demand and additional SEND provision in the County, the school may eventually return to its optimum capacity of 64 pupils.

6.4.2 It is estimated that the additional staff might generate 6 additional two-way trips. There is potential that an additional minibus could be needed for pupils. This increase is expected to generate the following additional trips.

Table 6.2: Future Additional Vehicle Generation

	Trip generation		
	IN	OUT	Two Way
07:00 - 08:00	3	0	3
08:00 - 09:00	4	1	5
15:00 – 16:00	1	1	2
16:00 - 17:00	0	3	3
17:00 - 18:00	0	3	3
Additional Staff & Pupil Daily Vehicles 0700 – 1800	8	8	16

6.4.3 It can be seen from the table above, that the additional trip generation is expected to be 5 two-way trips in the morning peak and 3 two-way trips in the evening peak. It is considered that this will have a negligible impact on the highway network.

7 Summary and Conclusion

7.1 Summary

- 7.1.1 This Transport Statement (TS) has been prepared by HSP, working on behalf of Wates Construction to support a full planning application for a construction of a new single storey classroom building to replace the 2 existing mobile classrooms at Gosberton House Academy in Gosberton, Spalding. The mobile classrooms are of a temporary nature and have planning permission for 5 years, granted in January 2023.
- 7.1.2 The proposals include the increase of car parking spaces to enable the school to have sufficient car parking on site and allow for an increase in staff which may be required depending on pupils' requirements. The proposals increase car parking from 29 to 57 spaces, to include 2 accessible spaces. Of these, 2 will be electric vehicle (EV) spaces (1 of which will be an accessible space). There are also 14 covered cycle parking spaces proposed, and the proposals further include the re-design of the internal circulation and vehicle drop-off area.
- 7.1.3 Gosberton House Academy is a specialist primary academy primarily providing for children with an Autism Spectrum Condition, with places for children with additional needs. The school has capacity for 64 pupils; however, it has 103 pupils on the roll. It is expected that this might increase to 112 pupils. It has 33 fulltime staff and 12 part-time staff. Additionally, there are 1 staff from the outreach team on site regularly, up to a maximum of 10 additional at a time.
- 7.1.4 The pupils at the school require supervision, and so all pupils are dropped-off and picked-up within the school site by taxi's provided by LCC or by their parents or carers.
- 7.1.5 Pedestrian, cycle and vehicular access to the development remain as is the current situation, off the existing access of Westhorpe Road.

- 7.1.6 No changes will be made to the existing servicing arrangements. Swept-path analyses have been provided to illustrate that emergency vehicles, a large refuse vehicle, a delivery vehicle, minibus taxis and cars can access and egress the site in a forward gear.
- 7.1.7 As demonstrated within this TS, a limited range of services and amenities are within walking and cycling distance of the school. Staff and visitors to the school have access to the public transport network, with the bus stops on A152 High Street and Salem Street within a 400m walk away. It is deemed that the site is in a somewhat accessible location which will enable some staff and visitors to undertake some journeys by walking, cycling and public transport. There is an opportunity as part of the Travel Plan update to reduce single occupancy vehicle trips to the site for staff and visitors and promote sustainable transport including car sharing.
- 7.1.8 A review of the vehicle trip generation highlights that the potential increase in vehicles will be negligible and no noticeable transport impacts are expected on the public highway and transportation network.

7.2 Conclusion

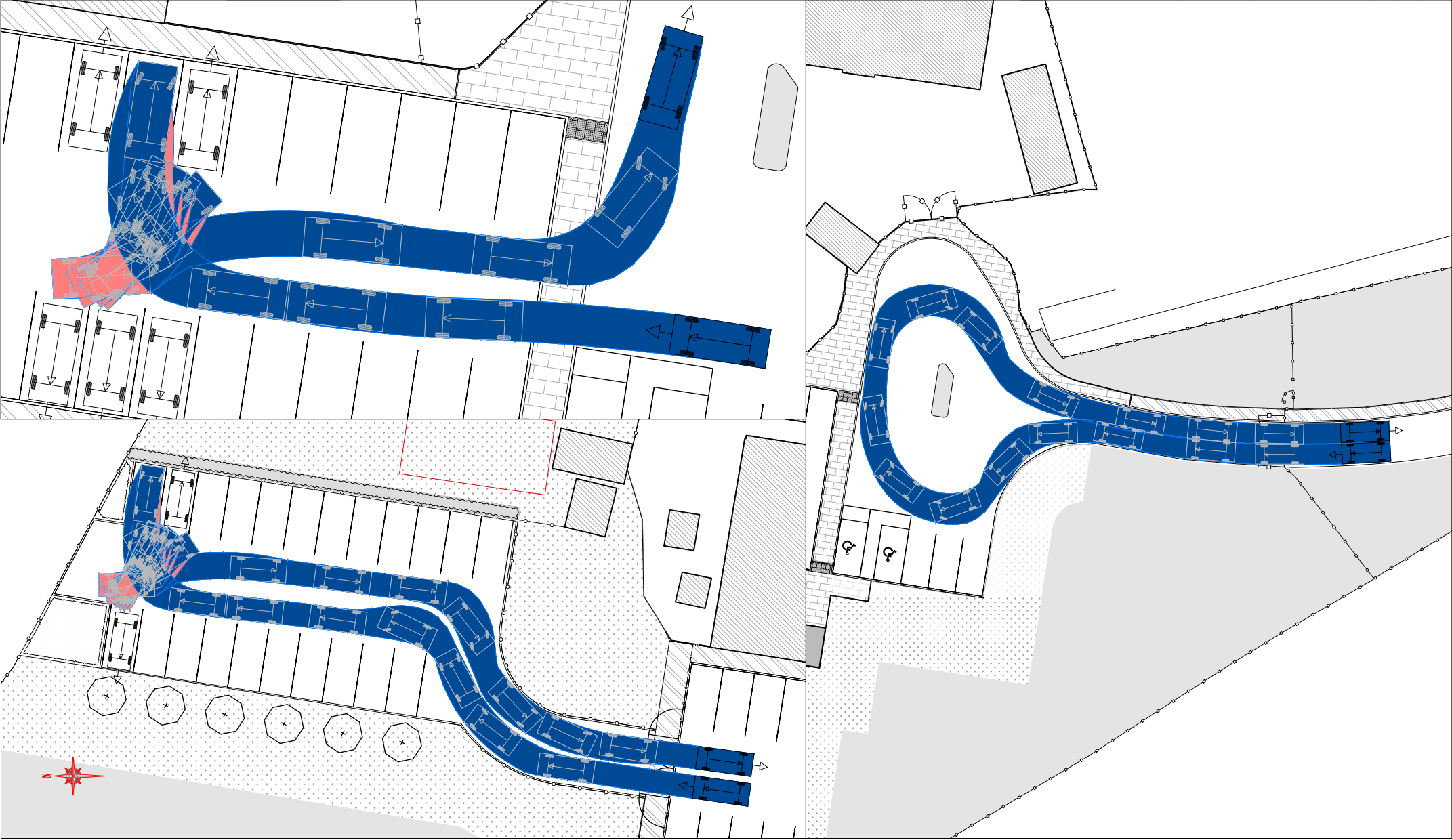
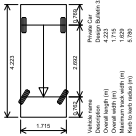
- 7.2.1 Through the process of this TS, all associated highway and transportation issues have been considered and, in line with local and national policy and considering the existing operations of the school, it has been determined that the development proposals will not impact on the surrounding highway and transportation network.
- 7.2.2 In conclusion, it is considered that there are no highway or transport related reasons why the proposals should not be granted planning approval.

Appendix A ▪ Vehicle Tracking

General Notes

1. Do not scale.
2. This drawing is to be read in conjunction with all other relevant drawings.
3. Should there be any discrepancy between details indicated on this drawing and those indicated on other drawings, the details on this drawing shall prevail.
4. All technical approval has been obtained from the relevant authorities. This drawing is for information only and should be used for construction purposes only. It is issued as preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.
5. All dimensions shown are in metres unless noted otherwise.
6. All survey information is provided by the surveying company and HSP cannot accept any liability for any discrepancies here in. All survey information to be verified on site by contractor. Should discrepancies be identified, HSP to be notified immediately.

Key	Vehicle Wheel Track
	Vehicle Body Overhang
	Vehicle Envelope (Forward)
	Vehicle Envelope (Reverse)

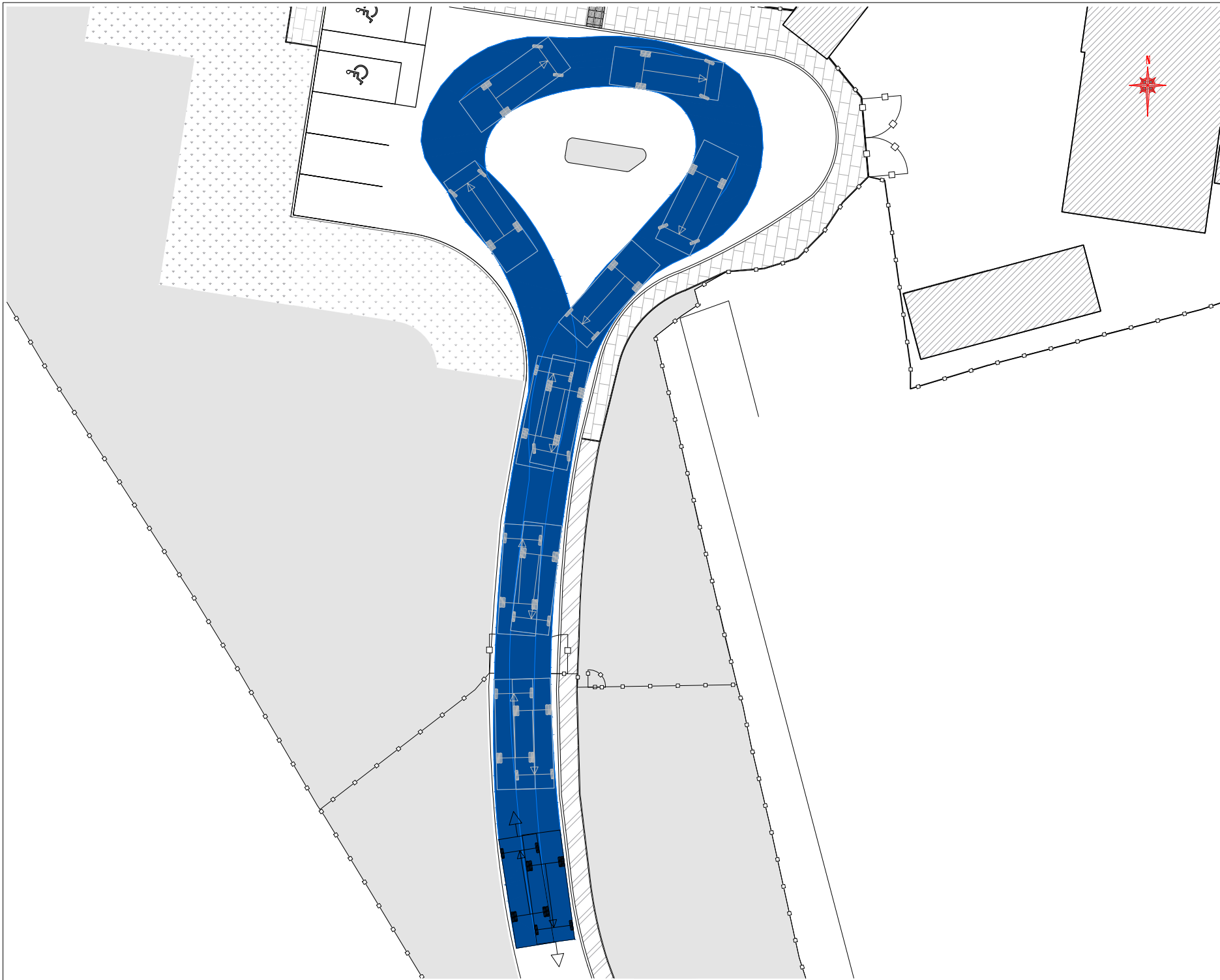


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PROJECT				
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SHEET SIZE A1				
DATE				
DRAWN				
CHECKED				
REV				
DRAWING NO.				
C4324-HSP-00-00-DR-C-001				



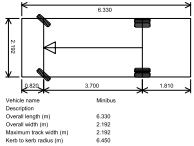
Lancashire House, 8 Macclesfield Way, Eastwood, Nottingham, NG14 3SR
Tel: 01773 335555
www.hspconsulting.com

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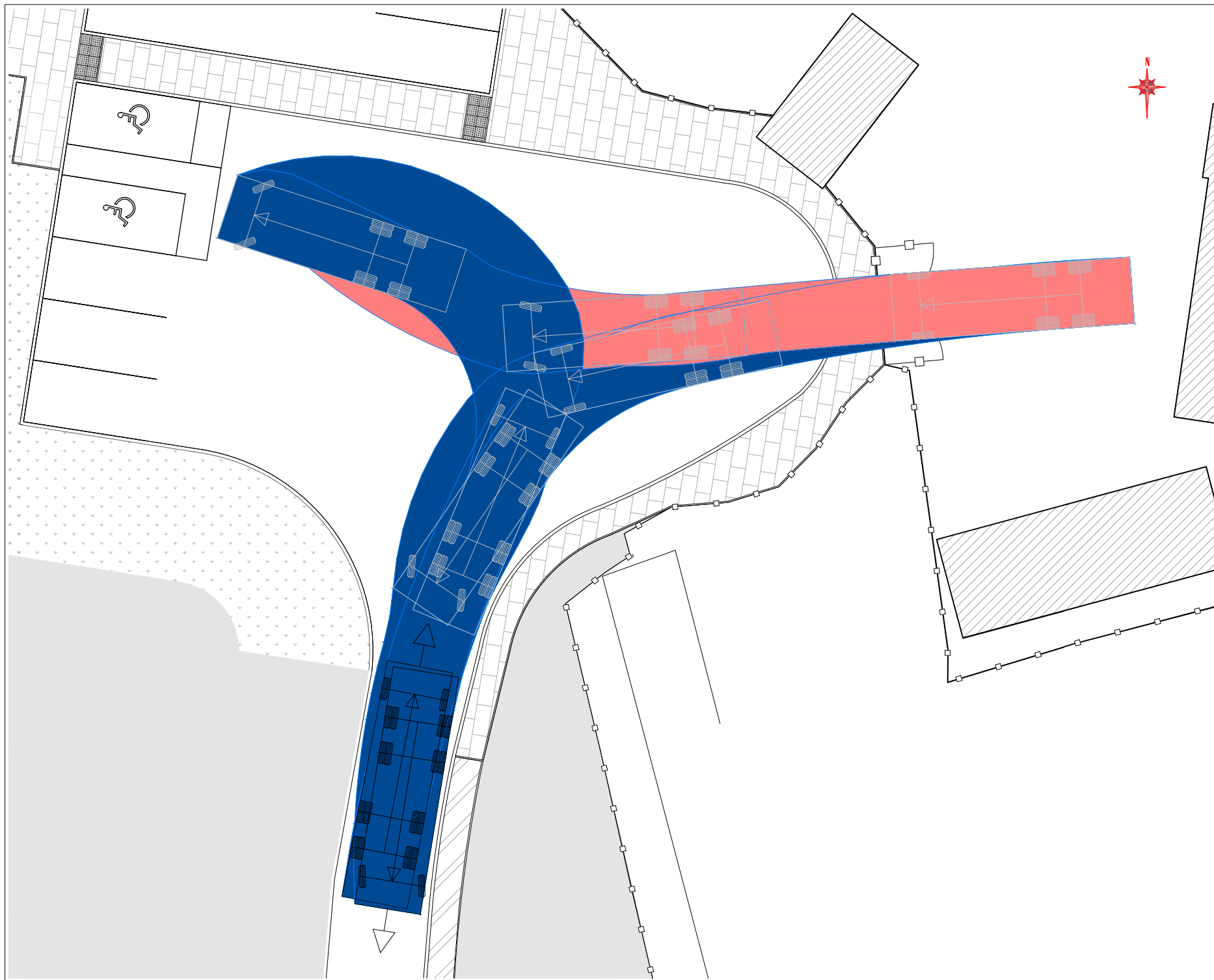


- General Notes**
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 3. Should there be any discrepancy between details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.
 4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.
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- Key**
- Vehicle Wheel Track
 - Vehicle Body Overhang
 - Vehicle Envelope (Forward)
 - Vehicle Envelope (Reverse)

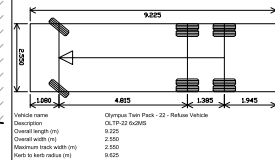


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Wates Construction					
PROJECT					
Gosberton House Primary School					
TITLE					
Vehicle Tracking Minibus					
 Lawrence House, 6 Meadowbank Way, Eastwood, Nottingham, NG16 3SB Tel: 01773 539555 www.hspconsulting.com					
SCALE		PROJECT NO.		SHEET	
NTS		C4324		SIZE A1	
DATE		DRAWN		CHECKED	
26.10.2023		BL		KB	
DRAWING NO.				REV	
C4324-HSP-00-00-DR-002				P01	



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- Key**
- Vehicle Wheel Track
 - Vehicle Body Overhang
 - Vehicle Envelope (Forward)
 - Vehicle Envelope (Reverse)



REV	BY	DATE	DETAILS	CRD
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STATUS S2 - INFORMATION

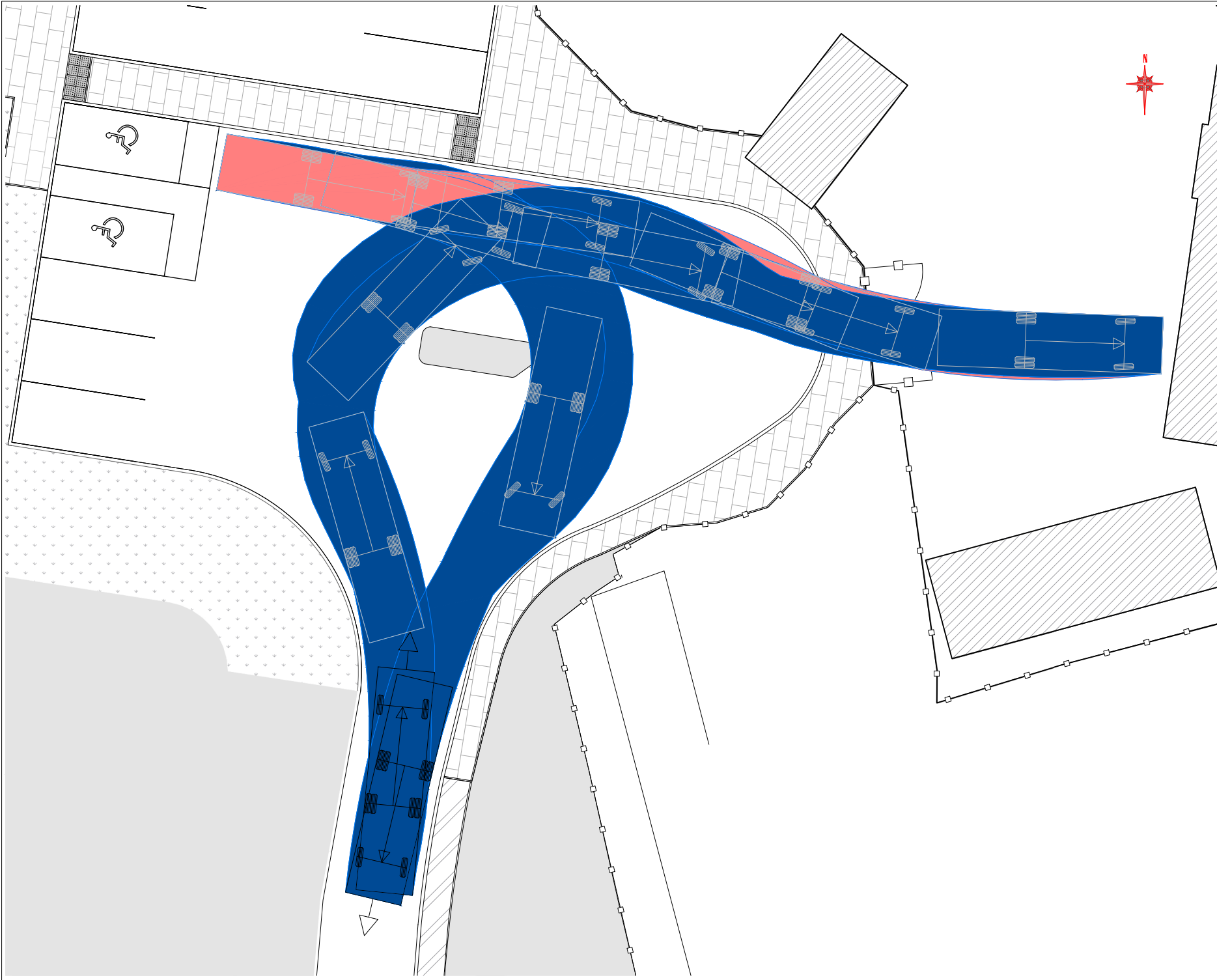
CLIENT
Wates Construction

PROJECT
Gosberton House
Primary School

TITLE
Vehicle Tracking
Refuse Vehicle

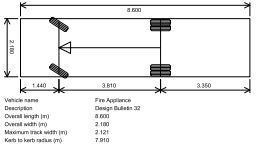


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DATE 28.10.2023	DRAWN BL	CHECKED KB
DRAWING NO. C4324-HSP-00-00-DR-C-004		REV P01



- General Notes**
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 2. This drawing is to be read in conjunction with all other relevant drawings.
 3. Should there be any discrepancy between details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.
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- Key**
- Vehicle Wheel Track
 - Vehicle Body Overhang
 - Vehicle Envelope (Forward)
 - Vehicle Envelope (Reverse)



REV	BY	DATE	DETAILS	CRD
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STATUS	S2 - INFORMATION
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CLIENT	Wates Construction
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PROJECT	Gosberton House Primary School
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TITLE	Vehicle Tracking Fire Appliance DB32
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