Transport Statement

For: Lincolnshire County Council Highways Department
Site: Middledene, Surfleet Road, Pinchbeck, PE11 4AG
Proposal: Proposed Detached Building to be used as a Reformer Pilates & Wellness Studio

1. Existing Site Use and Vehicle Movements

The site currently accommodates a residential dwelling, a small equestrian yard, and a home-based Pilates studio operated by the resident business owner. All three uses share the same access from Surfleet Road and operate at a small, local scale with minimal traffic movements.

1.1 Residential Dwelling

- **Current vehicles:** Maximum of two private vehicles (typically one car and one small van).
- **Access/parking:** In front of the dwelling, separate from business parking

1.2 Equestrian Yard

- **Current activity:** Small private yard with a limited number of horses stabled on site.
- **Vehicle movements:** Typically, no more than two cars at any one time.
- **User profile:** Predominantly local riders who walk or cycle to the yard, or already park within the equestrian area
- **Hours of operation:** 06:00 – 21:00 daily.
- **Parking:** Within the existing equestrian area behind the dwelling.

1.3 Existing Pilates Studio (Pre-development)

- **Current capacity:** One small studio operating with a maximum of two clients per session.
- **Typical vehicle movements:** Two cars maximum per class.
- **Current class times:** Monday – Thursday 18:30 – 20:30.
- **Access:** Through the existing entrance; parking on the existing hardstanding.

The above demonstrates a very limited level of vehicle activity, well within the capacity of the existing access.

2. Proposed Development and Associated Vehicle Movements

The proposal is to construct a purpose-built Reformer Pilates and Wellness Studio. The proposal provides a fit-for-purpose space to meet existing and projected demand from the established equestrian client base already attending the site.

2.1 Proposed Uses and Operating Hours

Use	Operating Hours	Typical Duration	Max Persons	Vehicle Notes
Pilates Classes (Group classes, rider-focused)	18:00–21:00 (Mon–Thurs, flexible in the future)	45 mins + 15 min changeover	Max 6 participants	4–6 cars per class; car-sharing common (clients often attend together). Around 40% of those that attend already use the equestrian yard and park there
Treatment Rooms	09:00–18:00 (Mon–Fri, flexible in the future)	45–60 mins per appointment	1 client + 1 practitioner per room	Max 4 cars total (2 staff + 2 clients).
Equestrian Yard	06:00–21:00	-	-	Predominantly local; minimal car use.

2.2 Proposed Vehicle Numbers (Daily Average)

- **Pilates Studio:**
    - Maximum three evening classes per night (e.g., 18:00–18:45 and 19:00–19:45, and 20:00-20:45).
    - Allowing a 15-minute changeover, maximum 6 vehicles on site at one time, ensuring no vehicle overlap between classes.
    - Clients are primarily existing riders at the equestrian yard who already travel to site.
- **Treatment Rooms:**
    - Appointments during daytime hours.
    - Maximum 4 vehicles (2 staff, 2 clients).
    - Overlaps with Pilates sessions are minimal due to timing separation (daytime as opposed to the evening).
- **Equestrian Yard:**
    - Max 2 vehicles associated with the livery yard, generally daytime use.
    - Minimal overlap due to staggered activity patterns and separate parking area

Total peak parking requirement:

- Evening peak (Pilates session changeover): 6 client vehicles = 6 spaces maximum.
- Daytime peak (treatment rooms): 4 vehicles = 4 spaces maximum.

The site will provide 7 dedicated parking spaces, with overflow capacity available within the equestrian area (hardstanding used for horse boxes). In practice, car-sharing among clients and offset operating times ensure that the maximum parking demand rarely exceeds capacity.

3. Class Timetable and Parking Overlap Management

Time	Activity	Duration	Expected Vehicles	Notes
09:00–17:45	Therapy Room Appointments	45–60 mins	3-4 vehicles	Daytime only
17:45–18:00	Changeover	15 mins	3-4 vehicles departing	Minimal overlap
18:00–18:45	Pilates Class 1	45 mins	4-6 vehicles	Some clients already on-site with horses
18:45–19:00	Buffer/Departure	15 mins	Departures only	Ensures full turnover
19:00–19:45	Pilates Class 2	45 mins	4-6 vehicles	Staggered arrival
19:45–20:00	Buffer/Departure	15 mins	Departures only	Ensures full turnover
20:00–20:45	Pilates Class 3	45 mins	4-6 vehicles	Staggered arrival

This schedule ensures no stacking of vehicles. Classes are short, strictly timed, and separated by 15 minutes, preventing overlap between arriving and departing clients.

4. Peak Parking Requirement

Peak parking (evening Pilates sessions):

- Maximum 6 vehicles for the studio.
- Residential and equestrian vehicles parked separately and do not occupy these spaces.
- Total requirement: 6 active spaces, with 1 spare (7 provided) and additional overflow capacity within the equestrian yard.

Given the overlap between Pilates clients and equestrian users, and consistent car-sharing among groups, the actual vehicle count at any one time is expected to remain below this theoretical maximum.

Use	Max Cars	Parking Area Used
Pilates Classes	6	4–6 spaces in main parking area
Treatment Rooms (daytime)	4	Shared with main parking area
Equestrian Yard	2	Dedicated equestrian parking behind stables
Residential	2	In front of dwelling – not included in totals

5. Vehicle Types and Access

Typical vehicle types:

- Private cars (small/medium hatchbacks, SUVs).
- Occasional 4×4 or horsebox associated with the existing yard (no change).
- No HGV or commercial traffic related to the Pilates or therapy operations.

Estimated daily two-way vehicle movements:

- Existing site: approximately 10–15 movements.
- Proposed (after development): approximately 20–24 movements.
  This is a modest increase and well within the capacity of a standard rural private access.

6. Access Upgrade and Compliance

The existing access will be upgraded to meet Lincolnshire County Council's specification.

A note will be added to the site plan reading:

"Existing vehicular access to be upgraded in accordance with Lincolnshire County Council Specification."

7. Summary and Conclusions

- The proposal formalises an established, low-intensity mixed-use site rather than introducing new traffic-generating activities.
- The 45-minute class model with 15-minute buffers ensures controlled arrivals and departures, avoiding overlap and congestion.
- The 7 proposed parking spaces comfortably meet peak demand, with additional overflow parking available in the existing equestrian area if ever required.

- The residential vehicles park separately and are excluded from parking calculations.
- Many clients are existing equestrian users already on site, which minimises additional traffic.
- The modest increase in daily vehicle movements will have no adverse impact on highway safety or capacity.
- The access will be upgraded to LCC specification, ensuring compliance with current design and safety standards.

In conclusion, the proposed development will not materially impact local traffic conditions and provides sufficient on-site parking and access arrangements to meet Lincolnshire County Council's highway requirements.