

MR AND MRS R HART

PROPOSED RESIDENTIAL DEVELOPMENT AT
MILESTONE LANE, PINCHBECK, LINCOLNSHIRE

HIGHWAYS REPORT

ADC Infrastructure Limited
Sampsons Yard
Halifax Place
Nottingham
NG1 1QN

www.ADCinfrastructure.com

project number: ADC1430			report reference: ADC1430 HR
version	date	author	comments
1	08/12/2016	Matt Tatler	first internal draft
2	14/12/2016	Matt Tatler	first issue to client team
3	15/12/2016	Matt Tatler	revised following comments

Introduction

1. Mr and Mrs R Hart commissioned ADC Infrastructure Limited to provide transport and highways advice in support of an outline planning application for a proposed residential development on land south of Milestone Lane in Pinchbeck, Lincolnshire. Lincolnshire County Council (LCC) are the local highway authority and South Holland District Council (SHDC) are the local planning authority. The general and detailed site locations are shown in **Figures 1 and 2** and the illustrative masterplan is contained in **Appendix A**.



Figure 1: General site location



Figure 2: Detailed site location

2. The site forms the paddock area associated with the farmyard directly north and is bound by Milestone Lane to the north, Crossgate Lane to the east, residential properties fronting The

Meadows and Crossgate Crescent to the south and properties fronting Milestone Lane and Flaxmill Lane to the west.

3. As shown on **Figure 2**, the farmyard directly north of the site is also owned by Mr and Mrs R Hart. In June 2015, SHDC granted outline planning permission for three residential dwellings on this land (application reference H14-0198-15) subject to conditions. In addition, SHDC granted outline planning consent for two residential dwellings on the land between the farmyard and Crossgate Lane (application reference H14-0326-14) subject to conditions.
4. The initial proposals for the site included five dwellings accessed from Milestone Lane, and four dwellings accessed from Crossgate Lane, with no connection between the two plots. However, during pre-application consultation, Jon Sharpe, as highways officer at LCC, raised concerns about the accesses in terms of the width of Milestone Lane and Crossgate Lane, the lack of footways on both roads, and the limited visibility on Crossgate Lane. Hence, LCC confirmed that they would resist the proposals if an application was submitted.
5. As a result, ADC Infrastructure Ltd were initially commissioned to examine the potential for alternative access to the land, in order to demonstrate that the development would be deliverable in transport terms. ADC produced an Access Appraisal (**Appendix B**) which examined three potential access points into the proposed development, as shown on **Figure 3**:
 - Option A – Crossgate Lane
 - Option B – Milestone Lane
 - Option C – Milestone Lane (via farmyard and consented residential use)

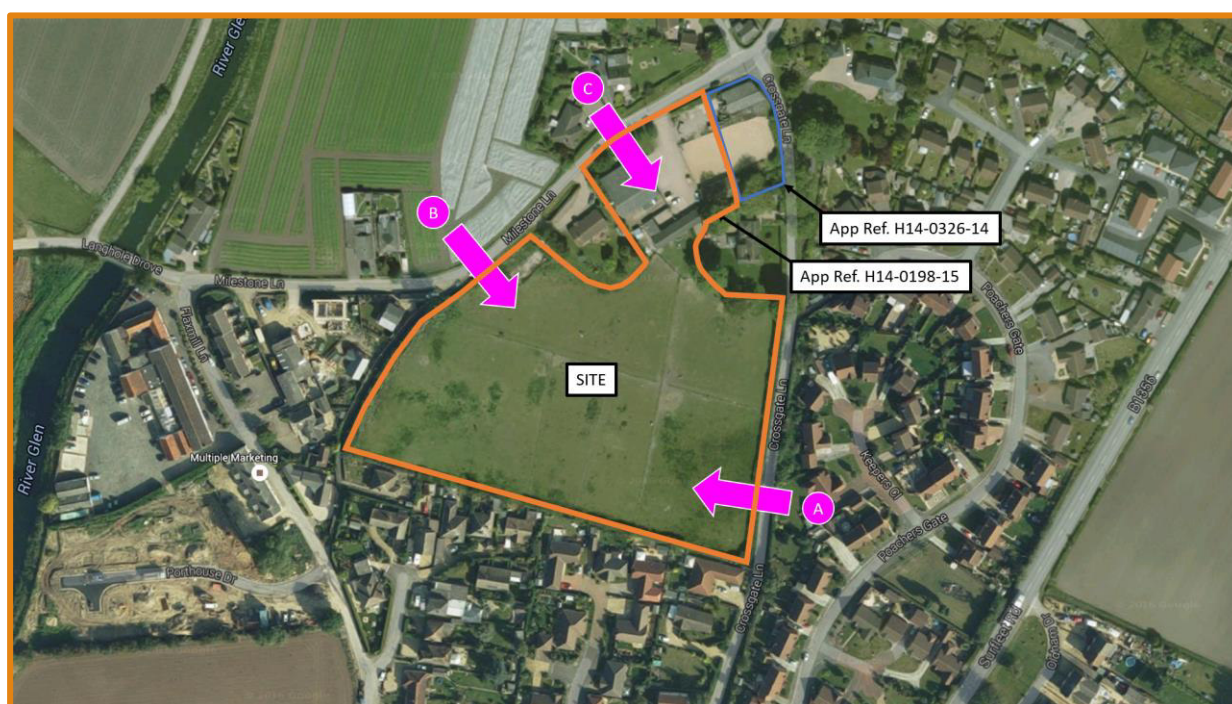


Figure 3: Potential access opportunities

6. In response, Jon Sharpe of LCC confirmed that a new junction at 'Point C' would be acceptable, given the existing commercial use of the former farm buildings and the consented residential use (**Appendix C**).
7. The outline planning application is for the construction of 38 residential dwellings with associated parking, accessed from Milestone Lane in line with Option C.

Highway network

8. Milestone Lane runs east-west through Crossgate, and connects to the B1356 Surfleet Road. It is subject to a 30mph speed limit and measures approximately 4.5 metres wide along the site frontage. Milestone Lane is lightly trafficked and vehicle speeds are low due to the alignment of the road and the carriageway width.
9. To the north-east of the site, Milestone Lane meets Crossgate Lane and Bacons Lane at a priority controlled crossroad junction. Crossgate Lane is an unclassified rural lane with a 30mph speed limit. In the vicinity of the site, the carriageway measures approximately three metres wide and has two metres wide grass verges on both sides. At its southern end, Crossgate Lane widens to around five metres from Flaxmill Lane to Surfleet Road, and a footway is also introduced along both sides of the road at the Crossgate Lane/Flaxmill Lane T-junction.
10. The site is therefore well located for access to the local roads within Crossgate, and the wider highway network via the B1356.

Accident record

11. A review of the Crashmap database (www.crashmap.co.uk) confirms that no accidents have been recorded in the vicinity of the site on Milestone Lane, Crossgate Lane and Flaxmill Lane.

Sustainable travel

12. Guidelines¹ state that up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance for pedestrians without mobility impairment. The 2,000 metres pedestrian catchment area covers all of the facilities within Crossgate, Pinchbeck and Surfleet (**Figure 4**). This includes: the village shop and post office, Pinchbeck Church of England Primary School, two pubs, the village hall, a recreation ground and some local employment.

¹ Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

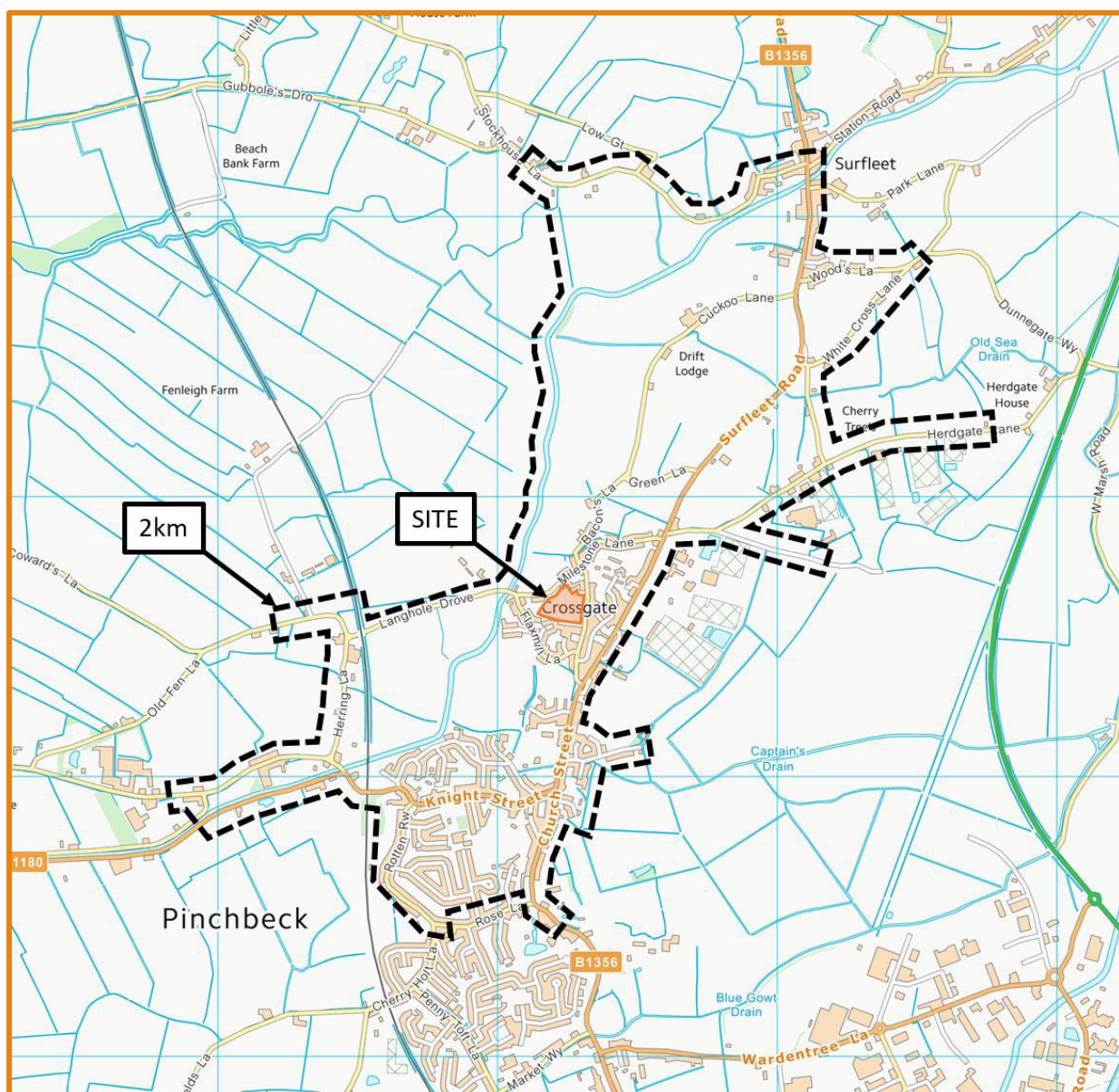


Figure 4: Pedestrian catchment area

13. With regards to pedestrian travel, footways are provided along Milestone Lane directly east of its junction with Crossgate Lane and Bacons Lane to the north-east of the site. A footway is also provided along the western side of Surfleet Road which connects Crossgate with Pinchbeck and Surfleet.
14. Cyclists are typically prepared to travel up to 5km for non-leisure journeys such as those to school or work. LCC's cycle route map for the Spalding area confirms that there are numerous roads in the Pinchbeck and Crossgate area that are found useful by local cyclists and many other roads in the vicinity of the site are residential and therefore quiet in nature. Hence, there are no physical barriers to prevent cycle travel to and from the proposed development.

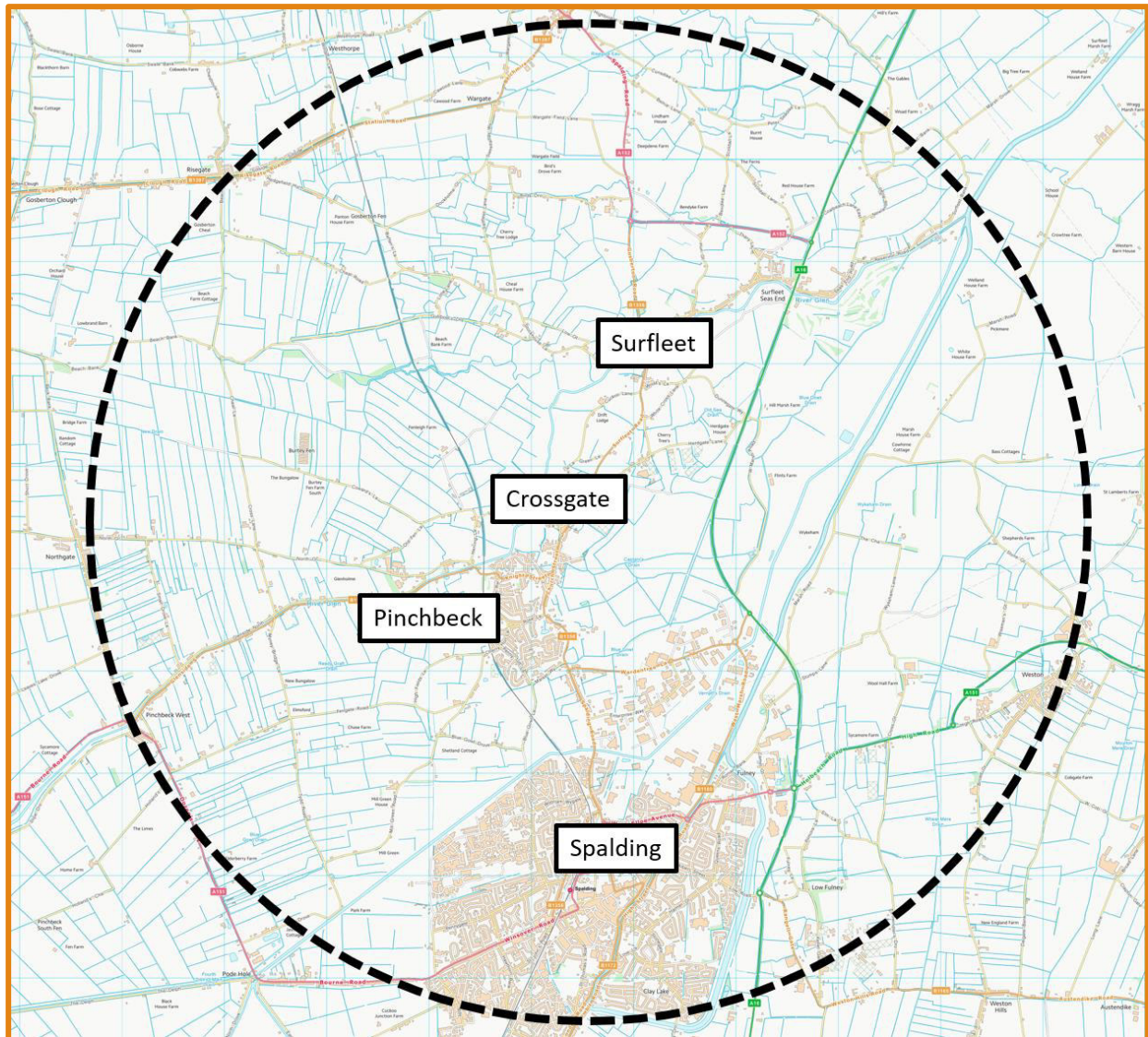


Figure 5: Cyclist catchment area

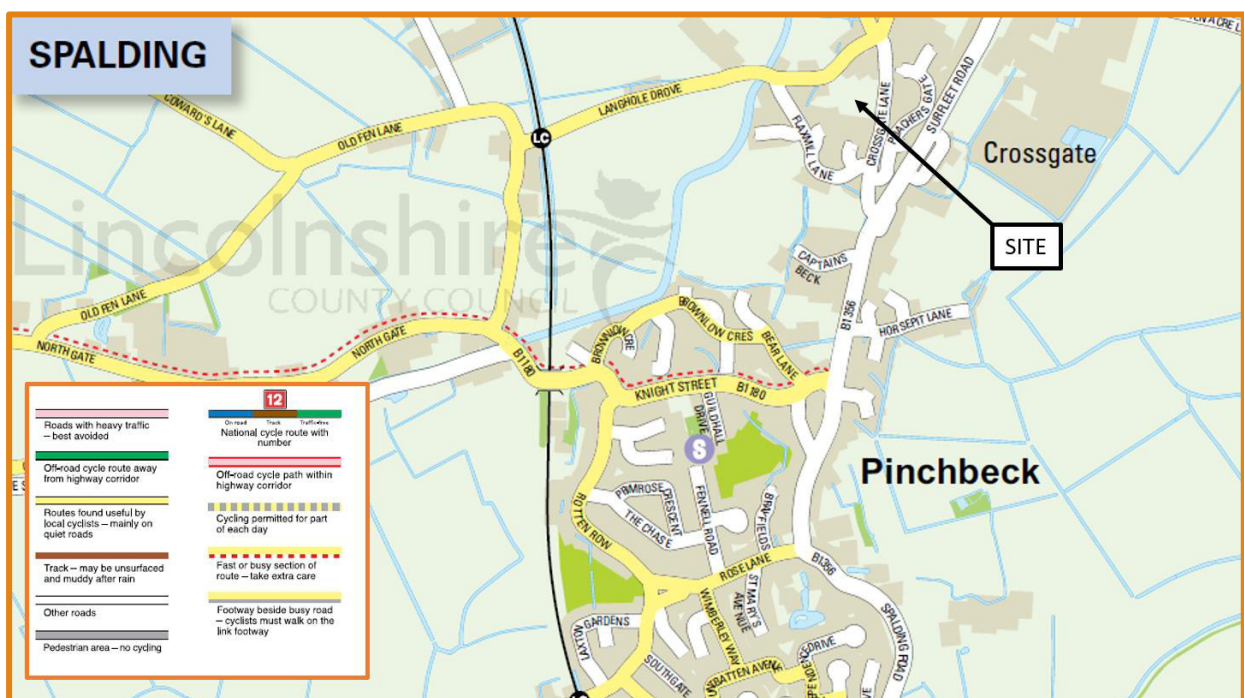


Figure 6: Local cycle routes

15. The nearest bus stop is located on the B1356 Surfleet Road, approximately 400m from the site. This bus stop is unmarked however it is served by two regular bus services. The B13 and K59, operated by Brylaine Travel, route between Boston and Spalding once an hour from Monday to Saturday.

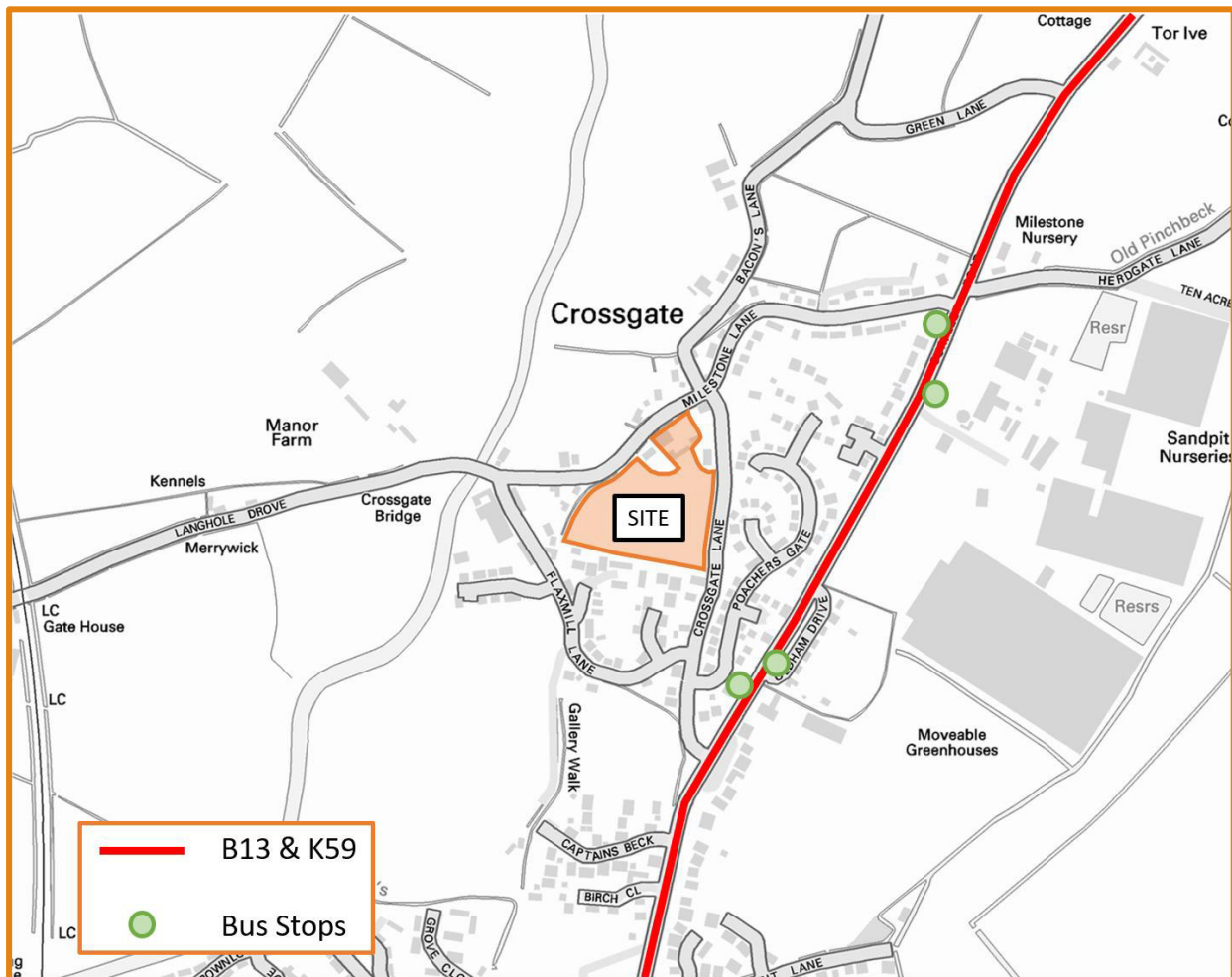


Figure 7: Local bus routes

16. Overall, the proposed development site is accessible by all travel modes, and is therefore well located for residential development.

Development proposals and access

17. The development proposals comprise 38 residential dwellings with associated parking. At least two parking spaces will be provided at each dwelling, including a mix of garages and driveways, as shown in the illustrative masterplan in **Figure 8** below and contained in **Appendix A**.



Figure 8: Extract of illustrative masterplan

18. The development will be accessed via a new priority controlled T-junction on Milestone Lane, as shown in **Drawing ADC1430/002A**. The site access carriageway will be 5m wide, and minor widening works will be undertaken on Milestone Lane to provide a 5m wide carriageway between Crossgate Lane and the site access junction. This layout was agreed in-principle with LCC.
19. The junction layout includes visibility splays of 2.4x43 metres, which is the requirement for a road with a 30mph speed limit. Although the visibility to the right is achievable, the splay to the left is taken to the centre of carriageway. However, in consultation with the local highway authority, Mr Jon Sharpe of Lincolnshire County Council commented that although the access and hence achievable visibility is not perfect, it perhaps represents the best window of opportunity to provide access. Hence, the proposed access junction would be designed to the relevant standards, in agreement with Lincolnshire County Council and would provide sufficient visibility such that it would be a safe and suitable access for the development.
20. The internal layout of the development will be designed to ensure that service vehicles can enter, manoeuvre and exit the site in a forward gear, with the provision of appropriate turning heads.
21. In order to encourage pedestrian travel, a 1.8 metres wide footway will be provided on the eastern side of the site access road and along the southern side of Milestone Lane to connect to the existing infrastructure further east on Milestone Lane. The new footway will extend across

the frontage of application plots H14-0198-15 and H14-0326-14, but can be provided within the highway boundary.

22. Within the site, away from the main road, shared space environments will be provided along the private drives, in accordance with Manual for Streets.
23. Cyclists will be encouraged to cycle on the carriageways throughout the site and it is not necessary to provide designated cycle lanes. Cycle parking will be accommodated within the garages associated with each dwelling.
24. Bus users will be able to make use of the existing bus services on Surfleet Road, and the provision of the new footway on Milestone Lane will facilitate trips to and from the bus stops.

Highway impact

25. The traffic generation of the proposed 38 dwellings was forecast using the 'privately owned houses' category of the TRICS database. All sites located in England, with the exception of Greater London, were selected, and all weekend surveys were deselected. The TRICS outputs are contained in **Appendix B**, and the 85th percentile trip rates and resultant traffic generation are shown in the table below.

		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.235	0.588	0.823
	PM peak hour	0.500	0.250	0.750
vehicle trips (38 dwellings)	AM peak hour	9	22	31
	PM peak hour	19	10	29

26. In accordance with Guidance for Transport Assessment, 30 or more two-way traffic movements in a peak hour is an appropriate threshold for beginning to consider whether a development will have an adverse impact on the local highway network. That is because traffic flows less than this threshold are unlikely to materially increase the existing traffic.
27. As shown in the table above, the proposed residential development will result in an increase of around 31 two-way vehicle trips in a peak hour. When the development traffic is split at the site access, the impact on the local highway network would be less than 30 two-way vehicle trips. As a result, the development would not have an adverse impact on the local highway network, and no further assessment is required.
28. In addition, the Crashmap website shows there have been no recorded accidents in the vicinity of the site in the last five years (2011 to 2015). Hence, there is not an accident problem on the local roads, and as traffic volumes would not materially alter, an accident problem would not be introduced. Hence there would not be an adverse impact on the local highway network arising from the development.

Modal split

29. The proportion of trips by each mode was calculated using the 2011 National Census 'Method of travel to Work' data (dataset QS701EW). The site is located in the ward of Kings Heath and therefore data for this ward was examined. The resultant modal split and person trip generation is shown in **Appendix C** and summarised below.

	On foot	Cycle	Bus	Train	m/cycle	Car driver	passenger
	5.0%	1.7%	1.9%	1.3%	1.3%	84.2%	4.6%
AM Peak	2	1	1	0	0	31	2
PM Peak	2	1	1	0	0	29	2

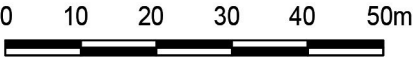
30. The proposed residential development, with 38 dwellings, would generated two pedestrian trips, one bicycle trip and one public transport trip in the peak hours.
31. This report details the existing accessibility of the site, including a description of the existing pedestrian, cycle and public transport infrastructure. It also describes the sustainable travel infrastructure that would be provided as part of the development, including a network of footways throughout the site. It is therefore concluded that the existing and proposed infrastructure has the capacity to accommodate the additional trips, and no further infrastructure is required as part of the development.

Summary and conclusions

32. The proposed development of 38 residential dwellings will be accessed via a new priority controlled T-junction on Milestone Lane, which will also be improved with minor carriageway widening and the provision of a new footway.
33. The development site is accessible by a range of sustainable travel modes. The local pedestrian infrastructure is adequate and all the amenities within Crossgate and Pinchbeck are within walking distance. There are opportunities for cycle travel between the site and the local area and there is access to public transport.
34. The proposed dwellings will generate approximately 31 two-way traffic movements in a peak hour. Hence traffic flows will not materially alter. There is no record of accidents in the vicinity of the site and as traffic volumes would not materially alter as a result of the development, an accident problem would not be introduced. Hence there would be no adverse highway impact.
35. Overall, the proposed development would accord with the aims of the NPPF, and therefore it would be unreasonable to prevent the development on transport grounds.

APPENDIX A

ILLUSTRATIVE MASTERPLAN



Reproduced from Ordnance Survey Map with the permission
of the controller of HM Stationery Office.
Crown Copyright reserved
Robert Doughty Consultancy Licence No. AR 100010613

THIS DRAWING IS FOR THE
PURPOSE OF OBTAINING
PLANNING PERMISSION ONLY

B	WW	Footpath link indicated	12.12.16
A	MD	Relocation of Dwellings	29.11.16

Rev.	By	Notes	Date
------	----	-------	------

rdc Robert Doughty Consultancy 32 High Street, Helpingham Sleaford, Lincolnshire NG34 0RA Tel: 01529 421646 Fax: 01529 421358 Email: admin@rdc-landplan.co.uk Web: www.rdc-landplan.co.uk		
Client: Mr & Mrs R Hart		
Project: Milestone Lane, Pinchbeck		
Drawing title: Indicative Site Layout		
Drawing No. 1238-1-SL01	Rev. B	Drawn WW
Scale 1:1000 @ A3	Date 01/09/16	Checked LMS

All measurements should be checked against on site conditions and any discrepancies should be brought to the attention of the Robert Doughty Consultancy.