1.0 INTRODUCTION

Ashley King Developments Ltd are proposing to develop a parcel of land off Barrier Bank Road, Spalding with a new commercial development consisting of a business park including commercial/ light industrial units and office spacing.

This area, previously labelled **Area A**, is part of a wider development that includes (Area B); a hotel; pub/restaurant; commercial units; and a petrol filling station, having been previously developed.

The development area has previously been submitted to and received planning under H16-1217-17, a traffic assessment having been carried out by WSP, ref: 17/12/2013, with reserved conditions.

LIN Consulting Ltd have been appointed to review the current proposals against the original figures submitted/modelled and approved under the above reference.

Referring to the TA, the following site description is true;

> The B1173 routes directly through the Site, dividing it into two separate land parcels: one which lies south of B1173 Cowbit Road and covers an area of about 4.1ha and another which lies to the north of B1173 and covers an area of about 18.6ha.
>
> The assessment has considered the land parcels that are being applied for without any matters reserved and has demonstrated, through the use of Swept Path software, that access and car park arrangements are suitable and in accordance with the appropriate design standards. In addition all car and cycle parking has been shown to accord with local parking standards.
>
> The existing site accesses from Barrier Bank and from the B1173 are retained and re-used and an additional new access is to be provided off B1173 Cowbit Road. The Site will therefore have three vehicular accesses, all in the form of major/minor priority junctions.
>
> The two accesses off the B1173 Cowbit Road: an existing priority junction accommodating all movements for Site A and a new entry only junction for Site B to the south, about 60m to the east of the access to Site A. This arrangement would result in a right-left staggered priority junction. A ghost island and right turn lanes will be provided at the stagger to enable development traffic to access the site without blocking straight ahead movements. This leaves a distance of about 140m between the site access and the A16/B1173 Roundabout located to the east of the site.
>
> As the Site A proposals are expected to generate more HGV traffic, the right turn lane into this site is longer at 53 metres which can therefore accommodate 3 HGVs as they wait to enter the site, without blocking other traffic. The smaller site is expected to generate more car traffic due to its petrol filling station and therefore a right turn lane of 30m which can accommodate up to 5 passenger car units (PCUs).

This review is limited to Site A and the current proposals submitted for planning.

2.0 PROPOSED DEVELOPMENT

The proposed development of can be seen in **Appendix A**, drawing no. **96-PL-SL-01 Rev A** – Site Layout, and consists of;

4 No. Office Buildings (Class E(g)(i)) –

Building Type Schedule					
Building Ref	Use Class	Ground Floor Sqft	First Floor Sqft	Parking	Notes
Building 1	E(g)(i)	5522	5522	44 + 4 Dis	Offices
Building 2	E(g)(i)	5522	5522	47 + 4 Dis	Offices
Building 3	E(g)(i)	5522	5522	47 + 4 Dis	Offices
Building 4	E(g)(i)	5522	5522	47 + 4 Dis	Offices

9No. Light Industrial/Commercial Buildings (Class E(g)(i))-

Building Type Schedule					
Building Ref	Use Class	Footprint Sqft	Mezzanine Sqft	Parking	Notes
Block A	E(g)(iii)	1991	930	7 + 2 Dis	Light Industrial
Block B	E(g)(iii)	1991	930	6 + 1 Dis	Light Industrial
Block C	E(g)(iii)	1991	930	4 + 1 Dis	Light Industrial

A total Area of 6614m^2

Access to Site A is via an existing priority junction accommodating all movements via a dedicated right turn lane (53m long and accommodating 3 HGV lengths) from the south and the A16/B1173 roundabout. The junction has been approved and installed under S278 Agreement with Lincolnshire County Council (Drg. 14494 001 B – Appendix B).

Pedestrian links to Site B and Fen End Lane have been provided via an uncontrolled pedestrian crossing (+island refuge) and public footpath connection, respectively.

The proposed internal roads (Site A1) are 7.30m wide in accordance with the Transport Assessment recommendations.

It has been noted that the original Transport Assessment is based upon a gross site area of 18.6Ha with a developable area split over three; A1 being the access road only; A2 being 9566m^2; and upto 32,000m^2 with two sensitivity secenario's being applied to allow for design variation at Reserved Matters Application.

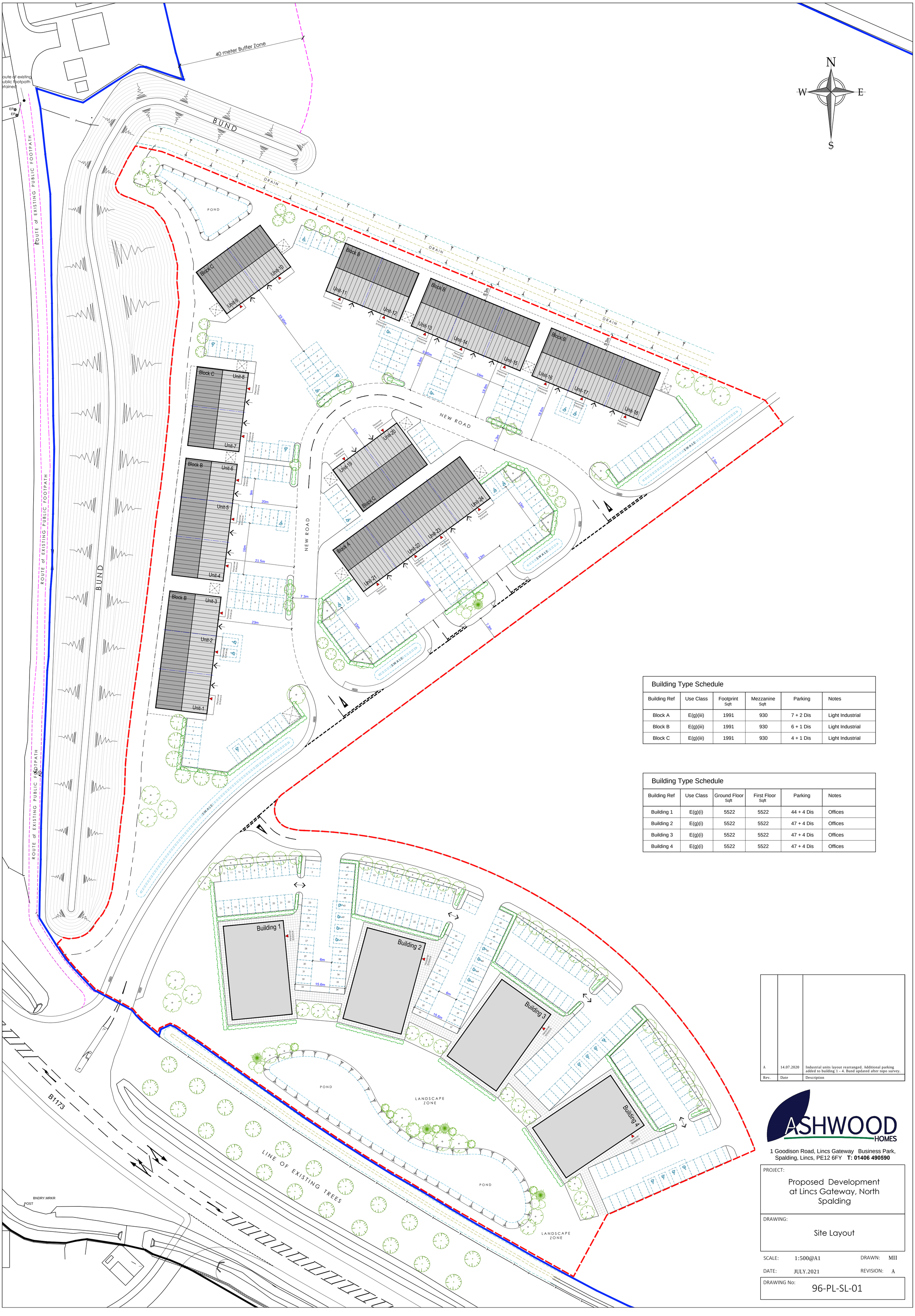
3.0 REVIEW

Parcel A1 – This carriageway provides access to Parcel A2. A priority junction has been installed that is suitable for HGV use , being 7.3m carriageway width with 2.0m footpath – this is in accordance with the Traffic Assessment. Works were approved and carried out under S278 Agreement with Lincolnshire County Council, **Drg. 14494 001 Revision B, Appendix C**.

Tracking of this access has been carried out and indicated below and compliance with the WSP Traffic Assessment is confirmed. Details are indicated in Appendix B.

Parcels A2/A3 – The original assessment allowed for a total development footprint of 44,566m^2 , combining light industrial and commercial buildings and associated hardstanding. Based upon the **Site Layout 96-PL-SL-01 Revision A**, the proposals include 6614m^2 of development and **as such will offer compliance in terms of design and modelled capacities** with those outlined within the Traffic Assessment. Further reporting will be necessary for future phases of development to offer compliance.

4.0 APPENDIX A – SITE LAYOUT (Drg. 96-PL-SL-01 Rev. A)



Building Type Schedule

Building Ref	Use Class	Footprint Sqft	Mezzanine Sqft	Parking	Notes
Block A	E(g)(iii)	1991	930	7 + 2 Dis	Light Industrial
Block B	E(g)(iii)	1991	930	6 + 1 Dis	Light Industrial
Block C	E(g)(iii)	1991	930	4 + 1 Dis	Light Industrial

Building Type Schedule

Building Ref	Use Class	Ground Floor Sqft	First Floor Sqft	Parking	Notes
Building 1	E(g)(i)	5522	5522	44 + 4 Dis	Offices
Building 2	E(g)(i)	5522	5522	47 + 4 Dis	Offices
Building 3	E(g)(i)	5522	5522	47 + 4 Dis	Offices
Building 4	E(g)(i)	5522	5522	47 + 4 Dis	Offices

Rev.	Date	Description
A	14.07.2020	Industrial units layout rearranged. Additional parking added to building 1 - 4. Bund updated after topo survey.

ASHWOOD HOMES
1 Goodison Road, Lincs Gateway Business Park,
Spalding, Lincs, PE12 6FY **T: 01406 490590**

PROJECT:
Proposed Development at Lincs Gateway, North Spalding

DRAWING:
Site Layout

SCALE: 1:500@A1 DRAWN: MII

DATE: JULY.2021 REVISION: A

DRAWING No: 96-PL-SL-01

4.0 APPENDIX B – SWEPT PATH ANALYSIS (Drg. AH/LG/1001-1004)

Rev	Date	Description	Made	Checked
A	17/08/21	ISSUED FOR PLANNING	ZJ	SON

Status of Drawing; PLANNING ISSUE

Client

ASHLEY KING DEVELOPMENTS

Project

LINCS GATEWAY
SPALDING

Drawing Title

SWEPT PATH ANALYSIS
RIGID VEHICLE

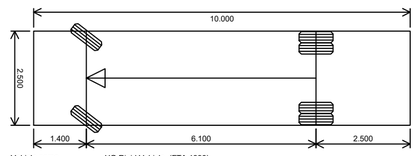
LIN Consulting
07341 337283
www.linconsulting.co.uk
stuart@linconsulting.co.uk

Drawn	Check'd	Approved	Scales	Drawing No.	Rev
ZJ	SON	SON	1:500	AH/LG/1001	A

Date AUG 2021

40 meter Buffer Zone

FFL 3.300
FFL 3.100
FFL 3.000
FFL 3.000
FFL 3.000
FFL 2.900
FFL 2.900
FFL 3.100
FFL 3.100
FFL 2.700
FFL 2.700
FFL 2.900
FFL 3.000



Vehicle name	HG Rigid Vehicle (FTA 1998)
Description	Designing for deliveries, FTA 1998
Overall length (m)	10.000
Overall width (m)	2.500
Maximum track width (m)	2.470
Kerb to kerb radius (m)	11.000

BNDRY.MRKR POST

Rev	Date	Description	Made	Checked
A	17/08/21	ISSUED FOR PLANNING	ZJ	SON

Status of Drawing; PLANNING ISSUE

Client

ASHLEY KING DEVELOPMENTS

Project

LINCS GATEWAY
SPALDING

Drawing Title

SWEPT PATH ANALYSIS
ARTICULATED VEHICLE – SHEET 1

LIN Consulting
07341 337283
www.linconsulting.co.uk
stuart@linconsulting.co.uk

Drawn	Check'd	Approved	Scales	Drawing No.	Rev
ZJ	SON	SON	1:500	AH/LG/1002	A

Date AUG 2021

Rev	Date	Description	Made	Checked
B	07/09/21	ENTRANCE TRACKING ADDED	ZJ	SON
A	17/08/21	ISSUED FOR PLANNING	ZJ	SON

Status of Drawing; PLANNING ISSUE

Client

ASHLEY KING DEVELOPMENTS

Project

LINCS GATEWAY
SPALDING

Drawing Title

SWEPT PATH ANALYSIS
ARTICULATED VEHICLE – SHEET 2

LIN Consulting
07341 337283
www.linconsulting.co.uk
stuart@linconsulting.co.uk

Drawn	Check'd	Approved	Scales	Drawing No.	Rev
ZJ	SON	SON	1:500	AH/LG/1003	B
Date AUG 2021					

40 meter Buffer Zone

FFL 3.300

FFL 3.100

FFL 3.000

FFL 3.000

FFL 3.000

FFL 2.900

FFL 2.900

FFL 3.100

FFL 3.100

FFL 2.700

FFL 2.700

FFL 2.900

FFL 3.000

BNDRY.MRKR
POST

Rev	Date	Description	Made	Checked
A	17/08/21	ISSUED FOR PLANNING	ZJ	SON

Status of Drawing; PLANNING ISSUE

Client

ASHLEY KING DEVELOPMENTS

Project

LINCS GATEWAY
SPALDING

Drawing Title

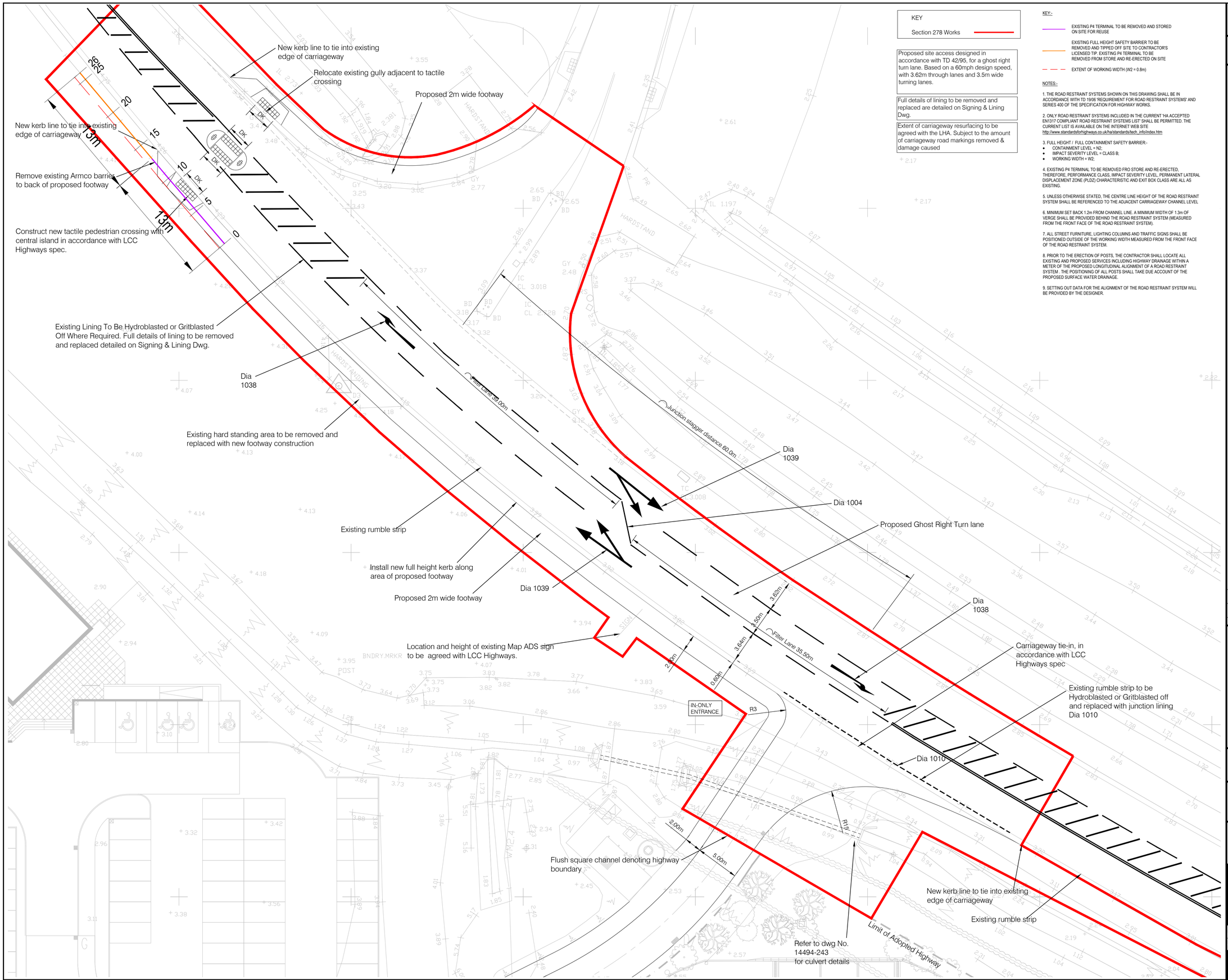
SWEPT PATH ANALYSIS
ARTICULATED VEHICLE – SHEET 3

LIN Consulting
07341 337283
www.linconsulting.co.uk
stuart@linconsulting.co.uk

Drawn	Check'd	Approved	Scales	Drawing No.	Rev
ZJ	SON	SON	1:500	AH/LG/1004	A

Date AUG 2021

5.0 APPENDIX C – SECTION 278 DRAWING (Drg. 14490 001 Revision B)



KEY

Section 278 Works

Proposed site access designed in accordance with TD 42/95, for a ghost right turn lane. Based on a 60mph design speed, with 3.62m through lanes and 3.5m wide turning lanes.

Full details of lining to be removed and replaced are detailed on Signing & Lining Dwg.

Extent of carriageway resurfacing to be agreed with the LHA. Subject to the amount of carriageway road markings removed & damage caused

KEY:-

EXISTING P4 TERMINAL TO BE REMOVED AND STORED ON SITE FOR REUSE

EXISTING FULL HEIGHT SAFETY BARRIER TO BE REMOVED AND TIPPED OFF SITE TO CONTRACTOR'S LICENSED TIP. EXISTING P4 TERMINAL TO BE REMOVED FROM STORE AND RE-ERECTED ON SITE

EXTENT OF WORKING WIDTH (W2 = 0.8m)

NOTES:-

1. THE ROAD RESTRAINT SYSTEMS SHOWN ON THIS DRAWING SHALL BE IN ACCORDANCE WITH TD 19/06 'REQUIREMENT FOR ROAD RESTRAINT SYSTEMS' AND SERIES 400 OF THE SPECIFICATION FOR HIGHWAY WORKS.

2. ONLY ROAD RESTRAINT SYSTEMS INCLUDED IN THE CURRENT 'HA ACCEPTED EN1317 COMPLIANT ROAD RESTRAINT SYSTEMS LIST' SHALL BE PERMITTED. THE CURRENT LIST IS AVAILABLE ON THE INTERNET WEB SITE http://www.standardsforhighways.co.uk/ha/standards/tech_info/index.htm

3. FULL HEIGHT / FULL CONTAINMENT SAFETY BARRIER:-
- CONTAINMENT LEVEL = N2;
- IMPACT SEVERITY LEVEL = CLASS B;
- WORKING WIDTH = W2;

4. EXISTING P4 TERMINAL TO BE REMOVED FRO STORE AND RE-ERECTED, THEREFORE, PERFORMANCE CLASS, IMPACT SEVERITY LEVEL, PERMANENT LATERAL DISPLACEMENT ZONE (PLDZ) CHARACTERISTIC AND EXIT BOX CLASS ARE ALL AS EXISTING.

5. UNLESS OTHERWISE STATED, THE CENTRE LINE HEIGHT OF THE ROAD RESTRAINT SYSTEM SHALL BE REFERENCED TO THE ADJACENT CARRIAGEWAY CHANNEL LEVEL

6. MINIMUM SET BACK 1.2m FROM CHANNEL LINE. A MINIMUM WIDTH OF 1.3m OF VERGE SHALL BE PROVIDED BEHIND THE ROAD RESTRAINT SYSTEM (MEASURED FROM THE FRONT FACE OF THE ROAD RESTRAINT SYSTEM).

7. ALL STREET FURNITURE, LIGHTING COLUMNS AND TRAFFIC SIGNS SHALL BE POSITIONED OUTSIDE OF THE WORKING WIDTH MEASURED FROM THE FRONT FACE OF THE ROAD RESTRAINT SYSTEM.

8. PRIOR TO THE ERECTION OF POSTS, THE CONTRACTOR SHALL LOCATE ALL EXISTING AND PROPOSED SERVICES INCLUDING HIGHWAY DRAINAGE WITHIN A METER OF THE PROPOSED LONGITUDINAL ALIGNMENT OF A ROAD RESTRAINT SYSTEM . THE POSITIONING OF ALL POSTS SHALL TAKE DUE ACCOUNT OF THE PROPOSED SURFACE WATER DRAINAGE.

9. SETTING OUT DATA FOR THE ALIGNMENT OF THE ROAD RESTRAINT SYSTEM WILL BE PROVIDED BY THE DESIGNER.

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A1

0 10 20 30 40 50

Millimetres At Original Drawing Size

General Notes

1. DO NOT SCALE.

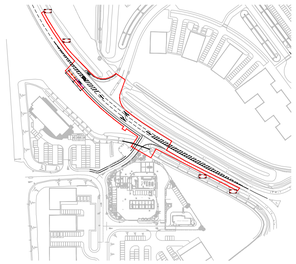
2. This drawing is to be read in conjunction with all other relevant drawings and details.

3. Should there be any conflict between the 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 Authority, it should be understood that all drawings issued are Preliminary and NOT for construction. Should the contractor commence site work prior to such approval being given, it is entirely at his own risk.

5. All dimensions are in millimetres unless otherwise stated.

6. The BSP Hazard Identification and Risk Assessment information for this project must be reviewed and understood by the contractor PRIOR to the commencement of any works on site.



Rev.	Description	Date.	Drawn	Appr
B	Drawing status updated to CONSTRUCTION	29th Feb 2016	EM	CLN
A	Barrier Added	22nd Oct 2015	CLN	

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bsp CONSULTING

12 Oxford Street
Nottingham. NG1 5BG
Tel : (0115) 8402227 - Fax : (0115) 8402228
e-mail : info@bsp-consulting.co.uk
Also offices in Derby, Leicester and Sheffield

Drawing Status

CONSTRUCTION

Client

Ashley King Developments Ltd

Project Title

Lincs Gateway Development

Drawing Title

S278 Highway Junction General Arrangement

Drawn By:	GHB	Checked By:	CLN	Scale:	1:200
Project Engineer :	CLN	Approved By:	TG	Date:	7 Jan 2015

Drawing Number: 14494 001

Revision: B