

BRIDGE FARM NURSERIES LTD &
CLAY LAKE FARM LTD

PROPOSED GREENHOUSES ON LAND EAST OF THE
A16, SPALDING, LINCOLNSHIRE

TRANSPORT AND TRAVEL PLAN STATEMENT

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1.0 INTRODUCTION

- 1.1 ADC Infrastructure Limited were commissioned by Robert Doughty Consultancy Limited, on behalf of Bridge Farm Nurseries Ltd & Clay Lake Farm Ltd, to produce a Transport and Travel Plan Statement in support of a planning application for a new plant nursery with 28ha of glasshouses on land south of Clay Lake Bank and east of the A16 in Spalding, Lincolnshire.
- 1.2 The development proposals are required to allow expansion of an existing nursery business. Bridge Farm Nurseries Ltd is a large ornamental plant producer operating from 42 acres of glasshouse production on land off Horseshoe Road (PE11 3JB), approximately 3.4km west of the proposed site. The location of the proposed development site, and the existing business, are shown in **Figure 1**. An illustrative site layout is contained in **Appendix A**.
- 1.3 Lincolnshire County Council raised no concerns in principle to the proposed development during pre-application discussions with Robert Doughty Consultancy, subject to demonstrating that safe and suitable access is achievable for HGVs.
- 1.4 This Transport and Travel Plan Statement has therefore been prepared to support the planning application. The report describes the forecast traffic movements to determine the impact on the operation and safety of the site access and local highway network. It demonstrates that safe and suitable access to the development can be provided.

2.0 DEVELOPMENT CONTEXT

Site location

- 2.1 The site is currently used for agricultural purposes and is located approximately 2.8km southeast of Spalding town centre (**Figure 1**).
- 2.2 The A16 forms part of the western boundary of the site and runs north-south from Peterborough to Boston. To the northwest of the site, Clay Lake Bank meets the A16 at a priority controlled T-junction. Clay Lake Bank forms the northern boundary of the site and provides direct frontage access to the existing agricultural field as shown on **Figure 2**, whilst open land surrounds the remainder of the site.

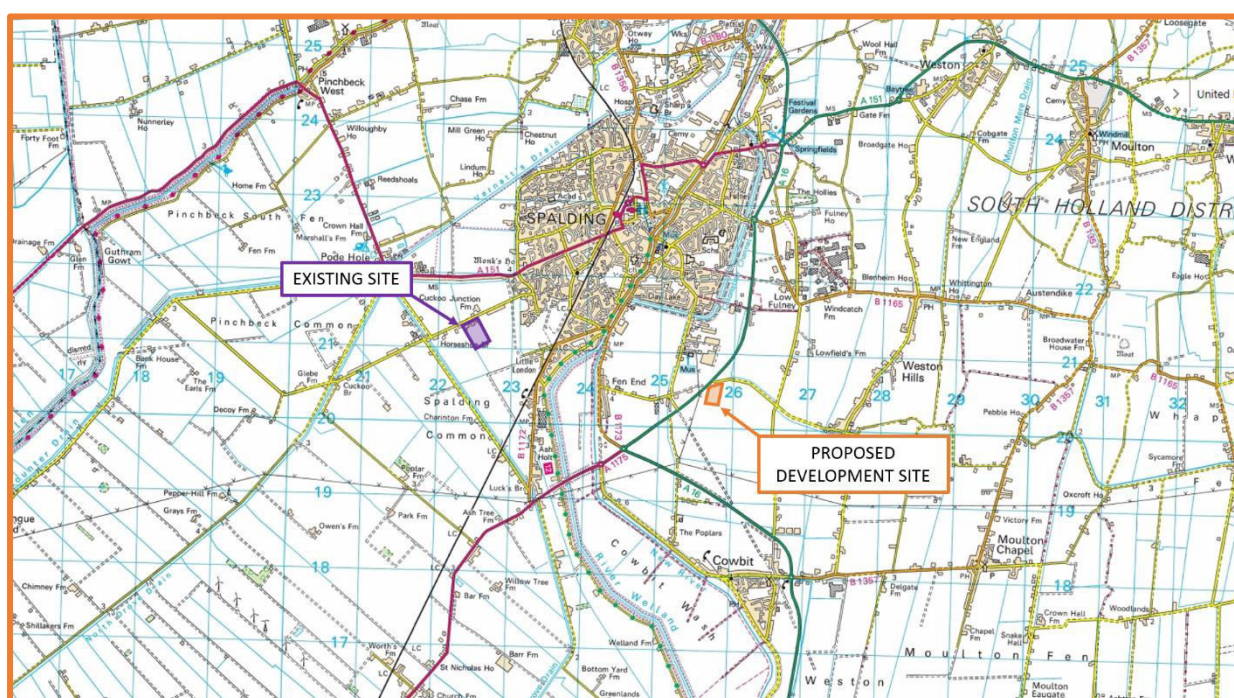


Figure 1: general site location



Figure 2: aerial photograph

Highway network

- 2.3 As shown on **Figure 3**, the site has a surfaced access from Clay Lake Bank. Clay Lake Bank is a single carriageway road, subject to the national speed limit, and measures approximately 5.1m wide. To the west, Clay Lake Bank forms the minor arm of a priority controlled T-junction with the A16. To the east, Clay Lake Bank serves Weston Hills, a hamlet approximately 3km from the site.

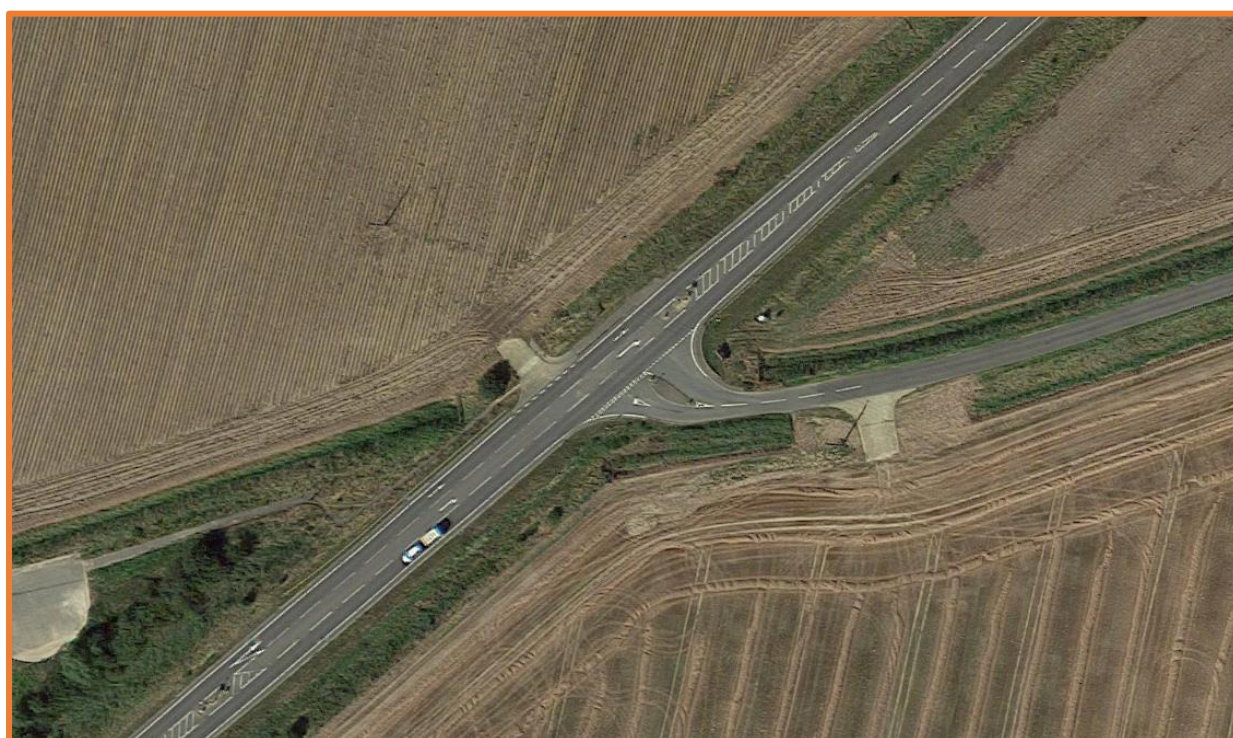


Figure 3: aerial photograph of A16/Clay Lake Bank T-junction

- 2.4 The A16 measures approximately 12m wide and is subject to the national speed limit and provides links to Spalding town centre. A ghost island right turn facility is provided to accommodate turning movements into Clay Lake Bank and visibility adequate visibility is provided in both directions for vehicle emerging the minor arm of the junction. A short footway is provided along the western side of the A16 and at its junction with Clay Lake Bank, an uncontrolled pedestrian crossing is provided.

Traffic flows

- 2.5 A permanent automatic traffic counter is located on the A16 approximately 300m northeast of the T-junction with Clay Lake Bank, as shown on **Figure 3**.

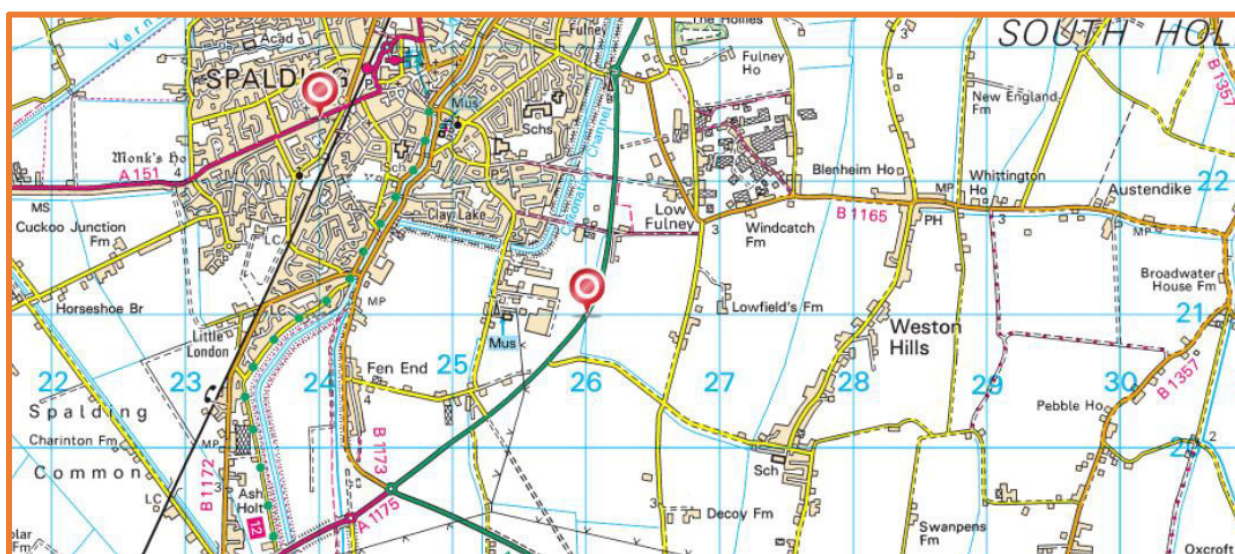


Figure 3: location of DfT traffic counter

- 2.6 The automatic traffic count confirms that in 2016 around 10,500 two-way annual average daily vehicles were recorded on the A16. The traffic count summary is contained in **Appendix B**.

Accident record

- 2.7 It is necessary to examine the accident record on the roads in the vicinity of the site, to identify any trends which may be made worse by the additional traffic and person trips generated by the proposed development. Therefore, the Crashmap database (www.crashmap.co.uk) was examined which confirms that no accidents were recorded at the A16/Clay Lake Bank T-junction.

3.0 PROPOSED DEVELOPMENT

Development proposal and likely operation

- 3.1 Bridge Farm Nurseries Ltd is one of the largest Ornamental Plant Producers in the UK across a range of crops including Bedding, Perennials, Shrubs, Herbs and Vegetables. It primarily operates from 42 acres of glasshouse production approximately 3.4km west of the proposed development site. The development proposals will allow an expansion of the existing company, and comprise the construction of a new nursery with 28ha of glasshouses. An illustrative site layout is contained in **Appendix A**.
- 3.2 As shown, the development will not include any retail area, and production will be limited to growing, potting, packaging and dispatching the plants. The development will therefore not be open to the public.

- 3.3 The business requires all year-round production as it supplies supermarkets all over the country. As a result, the business operates seven days a week, between the hours of 0700 and 1900 except at seasonal peaks where longer operational hours may be required. Between 50 to 100 people are likely to be employed at the proposed development with the higher figure only expected during seasonal peak periods.

Access

- 3.4 Access to the proposed development would be via the existing access from Clay Lake Bank, as shown on **Drawing ADC1717/DR/001/P2**. The access junction would be an all movement priority controlled T-junction with a 7.3m wide minor arm forming the access road, which is sufficiently wide enough to accommodate HGVs.
- 3.5 The access proposals include the widening of Clay Lake Bank to accommodate the additional HGV vehicle movements generated by the proposed development. The widening includes minor amendments to the southern kerb radius of Clay Lake Bank at the A16/Clay Lake Bank junction as shown in the drawing. The proposed highway works are achievable within the highway boundary land available and has minimal impacts on the existing ditch.

Car parking and servicing

- 3.6 The illustrative masterplan shows a total of 133 car and 29 HGV parking spaces at the development. This provision is considered to be suitable based on the likely staff numbers and HGV movements generated by the development on a daily basis. This is examined further in Section 4.

4.0 DEVELOPMENT TRAFFIC GENERATION

Proposed use traffic generation

- 4.1 Bridge Farm Nurseries Ltd have described their use of the existing site and provided estimates of the number of vehicle movements that are likely to occur at the proposed development. At peak periods around 100 people are likely to be employed at the proposed development which will operate between 0700 and 1900 hours, 7 days a week. In terms of vehicle movements, they estimate the following:

proposed traffic generation		
	daily	weekly
employees arriving and departing	80	560
deliveries in and goods out on articulated vehicles (HGVs)	28	198
local deliveries in and goods out (LGVs)	20	140
total	128	898

- 4.2 The majority of HGV movements will be collections by local hauliers such as Freshlinc, Gist, and Fowler Welch in addition to the woodchip deliveries for the on-site Biomass boilers. There will also be some deliveries from Holland and occasional deliveries from other nurseries around the country. Bridge Farm Nurseries Ltd will also make their own deliveries and collections around the local area. Vehicle movements between both existing and proposed site will also take place throughout the day.

5.0 HIGHWAY IMPACT

- 5.1 In accordance with Guidance for Transport Assessment, 30 or more two-way vehicle movements in a peak hour is an appropriate threshold for beginning to consider whether a development will have an adverse impact on the operation and safety of the local highway network. That is because traffic flows less than this threshold are unlikely to materially increase the existing traffic.
- 5.2 The majority of vehicle movements generated by the proposed development will arrive and depart the site from the A16. As shown in the table at paragraph 4.2, the proposed development is likely to result in an increase of around 128 two-way daily vehicle trips, around 1% of the existing daily traffic recorded on the A16. This is a relatively modest increase of around one vehicle every two minutes and is likely to be within the daily variations in traffic flow on the A16.
- 5.3 For vehicles emerging Clay Lake Bank onto the A16 there is good visibility in both directions and there is no accident record at the existing junction. In addition, the junction improvements as a result of the proposed development would keep HGVs on the correct side of the road therefore removing an existing accident risk.
- 5.4 Overall, as there is not an accident problem along the A16 and Clay Lake Bank and as traffic volumes would not materially alter, there would not be an adverse impact on the local highway network arising from the proposed development.

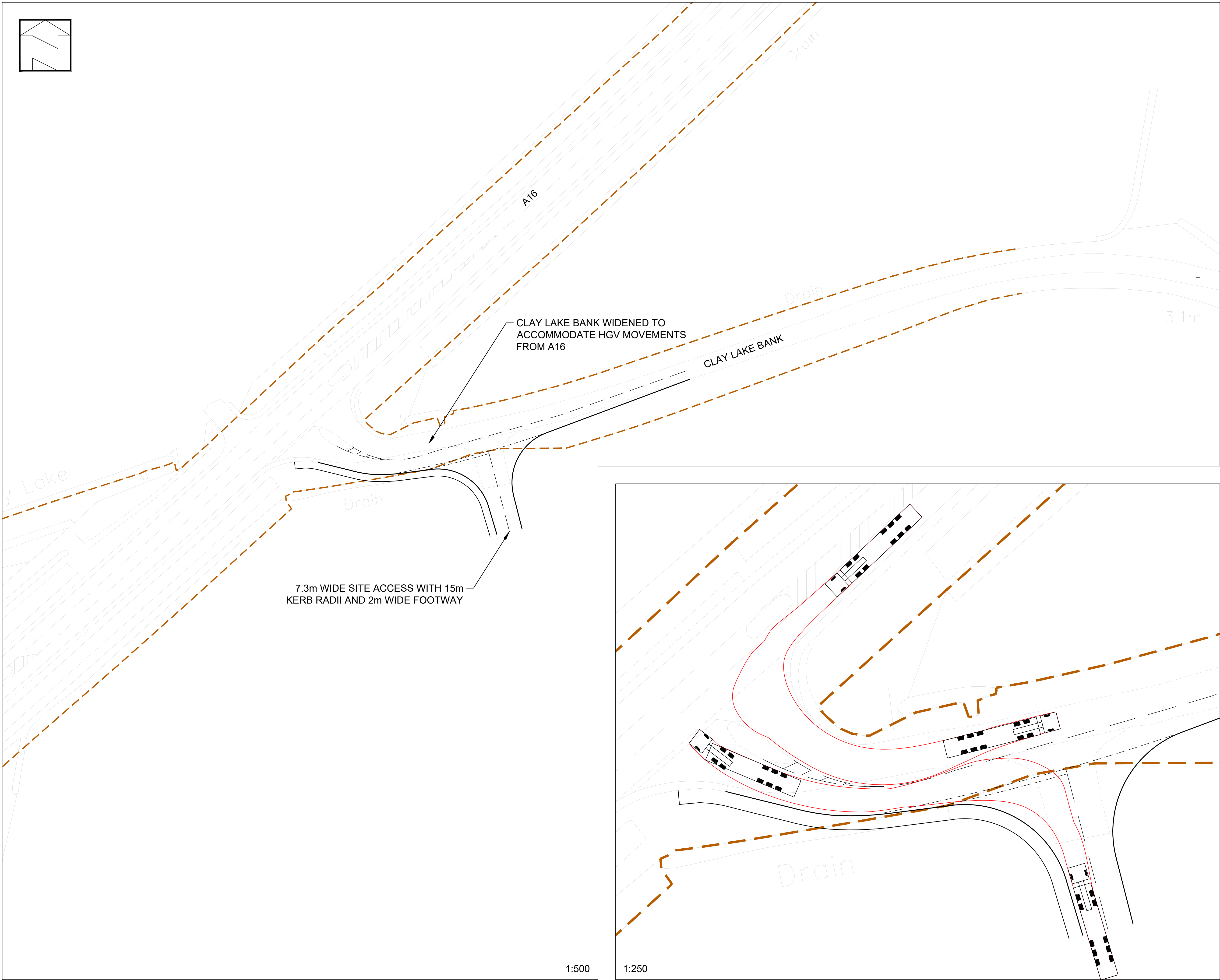
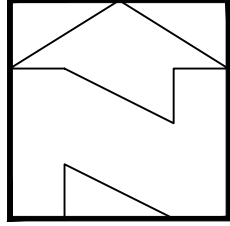
6.0 TRAVEL PLAN STATEMENT

- 6.1 Due to the nature of the development, businesses such as the proposed nursery are usually located in rural and remote locations. The proposed development is located approximately 2.8km southeast of Spalding town centre and therefore outside the recommended maximum walking distance of 2km.
- 6.2 Nevertheless, for employees who live locally, there are grass verges along Clay Lake Bank leading to the residential areas of Weston Hill. In addition, there is a pedestrian crossing immediately north of the A16 junction which provides access to a short bridleway along the western side of the A16. The crossing links the site with the western side of Clay Lake Bank which provides a track to Cowbit Road and a route to the southern parts of Spalding.
- 6.3 There are no dedicated cycle facilities in the vicinity of the site. However, there are bus stops located on Cowbit Road. These bus stops are served by the IT 1/2 service operated by Brylaine Travel which routes around Spalding town centre once every 45 minutes between Monday and Saturday. These bus services are within walking distance of the site, but beyond the usual acceptable walking distance of 800m.
- 6.4 Overall, as would be expected from a rural location, the site is located in a relatively remote area. As a result, Bridge Farm Nurseries Ltd will promote the use of car sharing and provide its employees with information about the benefits of car sharing, and details of relevant car share schemes in the Lincolnshire area.

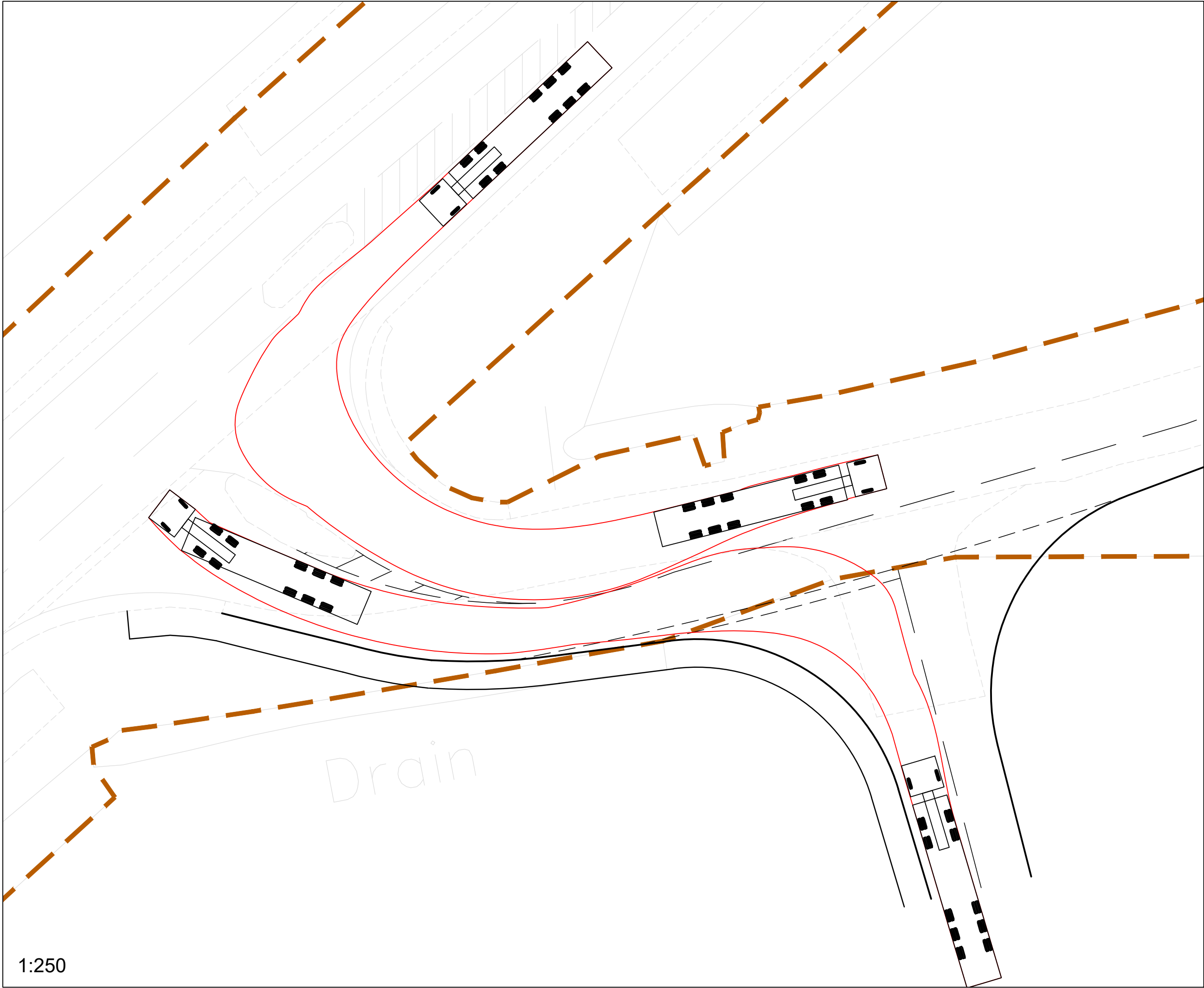
7.0 SUMMARY AND CONCLUSIONS

- 7.1 ADC Infrastructure Limited were commissioned by Robert Doughty Consultancy Limited, on behalf of Bridge Farm Nurseries Ltd & Clay Lake Farm Ltd, to produce a Transport and Travel Plan Statement in support of a planning application for a new plant nursery with 28ha of glasshouses on land south of Clay Lake Bank and east of the A16 in Spalding, Lincolnshire.

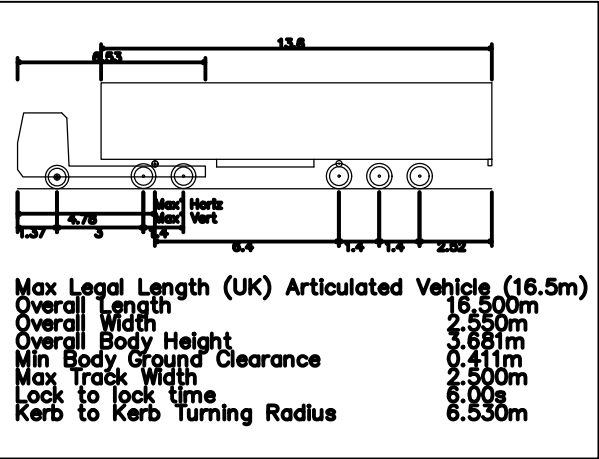
- 7.2 The development proposals are required to allow expansion of an existing nursery business. Bridge Farm Nurseries Ltd is a large ornamental plant producer operating from 42 acres of glasshouse production on land off Horseshoe Road (PE11 3JB), approximately 3.4km west of the proposed site.
- 7.3 At seasonal peak periods the proposed development will generate around 128 daily two-way vehicle movements, around 1% of the existing traffic recorded on the A16. This is a modest increase and hence traffic flows will not materially alter. There is no record of an accident problem 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.
- 7.4 To accommodate the HGV movements generated by the development, the existing A16/Clay Lake Bank T-junction will be widened to keep HGVs on the correct side of the carriageway when turning from the A16.
- 7.5 The masterplan for the development shows sufficient levels of car parking, to cater for the demand. Sufficient turning and loading space is also provided to cater for larger vehicles.
- 7.6 Overall, the proposed development therefore accords with the principles of the NPPF. This report describes how, whilst the development will generate a small increase in traffic flows, there would not be an adverse impact on the local highway network and it should be acceptable to Lincolnshire County Council on transport grounds.



1:500



1:250



P2	Client Name Change	04/12/17
P1	Preliminary Issue	26/10/17
Rev	Description	Date

Client:

Bridge Farm Nurseries Ltd &
Clay Lake Farm Ltd

Project:

Land East of A16, Spalding

Title:

Access Junction Layout and
A16/Clay Lake Bank Junction
Improvements



Org Size: A1	Scale: As Shown	Date: 26/10/2017
Org No: ADC1717/DR/001	Rev: P2	

APPENDIX A

ILLUSTRATIVE MASTERPLAN

North



East

South

		Client:	Bridge Farm Nurseries Ltd & Clay Lake Farm Ltd	
		Address:		
		City:		
		Country:	United Kingdom	
Revision	Date	Drawn	Remarks	Scale:
1	-	-	-	1:1500
2	-	-	-	Drawn: R. Overdevest
3	-	-	-	Status: Quotation
4	-	-	-	Date: 02-11-2017

APPENDIX B

TRAFFIC FLOWS

AAD	Year	CP	Estimation	Estimation	Region	LocalAuth	Road	Categ	Easting	Northing	StartJunct	EndJunctio	LinkLength	LinkLength	PedalCycle	Motorcycle	CarsTaxis	BusesCoac	LightGood	V2AxleRigi	V3AxleRigi	V4or5Axlel	V3or4Axlel	V5AxleArti	V6orMore/	AllHGVs	AllMotorVehicles
2011	81537	Estimated	Estimated	East Midl	Lincolnshir	A16	PR	526000	321000	A16	A151	5	3.11	2	136	8000	37	1475	461	74	86	44	433	637	1735	11383	
2012	81537	Estimated	Estimated	East Midl	Lincolnshir	A16	PR	526000	321000	A16	A151	5	3.11	2	126	7936	38	1526	455	79	96	33	410	646	1718	11344	
2013	81537	Counted	Manual co	East Midl	Lincolnshir	A16	PR	526000	321000	A16	A151	5	3.11	7	52	7048	41	1167	392	85	104	87	594	684	1946	10254	
2014	81537	Estimated	Estimated	East Midl	Lincolnshir	A16	PR	526000	321000	A16	A151	5	3.11	6	57	7030	42	1215	383	90	108	85	532	707	1906	10250	
2015	81537	Estimated	Estimated	East Midl	Lincolnshir	A16	PR	526000	321000	A16	A151	5	3.11	6	57	6981	43	1323	400	101	113	107	541	721	1983	10387	
2016	81537	Estimated	Estimated	East Midl	Lincolnshir	A16	PR	526000	321000	A16	A151	5	3.11	6	54	7049	43	1406	419	99	125	91	512	762	2007	10559	