



PROPOSED RESIDENTIAL DEVELOPMENT, LAND NORTH OF NIGHTINGALE WAY AND WITHINGTON STREET, SUTTON BRIDGE, Lincs

TRANSPORT ASSESSMENT

SEPTEMBER 2020

REPORT REF: 24237-08-TA-01



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1.0 INTRODUCTION

- 1.1 Mewies Engineering Consultants Ltd (M-EC) has been commissioned by Lincoln Jack Ltd to undertake a Transport Assessment (TA) in support of a planning application for a proposed residential development of up to 130 dwellings on land north of Nightingale Way and Withington Street, Sutton Bridge, Lincs. The site location plan is shown in Figure 1 below, and in Appendix A.

Figure 1: Site Location Plan



Source: Google maps

- 1.2 This report takes account of the scoping discussions with Lincolnshire County Council (LCC) as the local highway authority. The relevant correspondence can be found within Appendix B.
- 1.3 This TA evaluates a range of highway factors appertaining to the development and its effect on the surrounding highway network. Particular focus will illustrate the impact the development will have on surrounding junctions. The site has also been assessed with regards to the distance to local facilities and amenities and ease of access from the site.
- 1.4 This report provides an appraisal of the proposed development site's accessibility to local amenities and to sustainable transport modes. A summary of these facilities is provided and any potential improvements are discussed.
- 1.5 M-EC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for

the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from M-EC.

1.6 M-EC accepts no responsibility or liability for:

- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
- b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 METHODOLOGY

2.1 This TA details the process and procedures followed and the conclusions reached regarding the impact in terms of transportation issues for a proposed residential development on land north of Nightingale Way and Withington Street, Sutton Bridge.

2.2 This TA includes:

- A detailed assessment of the existing highway network in order to highlight the current accessibility to the site;
- An investigation into the location and condition of pedestrian and cycle routes close to the site, in order to demonstrate accessibility to the site via sustainable modes;
- An investigation into the existing public transport routes and their proximity to the site, along with suggestions towards possible improvements to this network if deemed appropriate;
- A review of the availability and accessibility of local facilities and amenities;
- Consideration of the likely impact of the development upon the surrounding highway network. This impact will be assessed through an analysis of impacted junctions as agreed with LCC;
- Consideration of vehicular and pedestrian access to the site; and
- A study of personal injury accidents to assess the safety of the local highway network.

3.0 POLICY REVIEW

- 3.1 The policy and guidance documents relevant to the proposed development are summarised below.

National Policy

National Planning Policy Framework (NPPF) 2019

- 3.2 The revised NPPF states that “plans and decisions should apply a presumption in favour of sustainable development” and transport “issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- 3.3 NPPF states that planning policies should:

- Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on local cycling and walking infrastructure plans);

- Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
- Recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the government's general aviation strategy.

3.4 When assessing specific applications for development NPPF states 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; and
- 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.

3.5 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. Within this context, applications for development should:

- 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;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.6 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.

3.7 In addition to the NPPF, other key guidance to take into consideration includes:

National Planning Practice Guidance (NPPG) (March 2014)

3.8 The NPPG states that Transport Assessments, Transport Statements and Travel Plans can positively contribute to:

- Encouraging sustainable travel
- Lessening traffic generation and its detrimental impacts
- Reducing carbon emissions and climate impacts
- Creating accessible, connected, inclusive communities
- Improving health outcomes and quality of life
- Improving road safety
- Reducing the need for new development to increase existing road capacity or provide new roads.

3.9 They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

3.10 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development). Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans.

3.11 This Transport Assessment has been produced with due regard to the key elements of NPPG.

Department for Transport (DfT) – Creating Growth, Cutting Carbon (January 2011)

3.12 The DfT's Local Transport White Paper "Creating Growth, Cutting Carbon – Making Sustainable Transport Happen" sets out the framework within which detailed policies could be taken forward with the aim of creating:

"...a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities."

3.13 The document supports the continued development of integrated transport policies and seeks to deliver growth whilst reducing the environmental impacts of transport. It also particularly targets shorter

journeys, many of which could be undertaken by non-car modes where realistic alternatives are provided, and where interchange between modes can be readily achieved.

Local Policy

Lincolnshire County Council's '4th Lincolnshire Local Transport Plan' (2013/14 – 2022/23)

- 3.14 LCC's Local Transport Plan sets out a range of transport related policies and strategies to help meet a number of transport objectives for Lincolnshire communities during the 10-year period outlined. The overall vision for transport in Lincolnshire by 2030 is:

- *'There is a well managed and safe road network to maximise the reliability of journeys and reduce the impact of traffic on communities.'*
- *Our sensitive rural areas are managed in way that retain, and where possible, enhance the value of the natural environment.*
- *Our streets in built-up areas are seen primarily as places where people can carry on their activities in a pleasant environment.*
- *There is good access by a choice of modes to services, jobs and for leisure within Lincolnshire.*
- *There is a good inter- and intra- regional access to support a growing economy.'*

- 3.15 In order to deliver the longer-term vision detailed above, a number of transport related objectives have been adopted, which seek:

- *to assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network.*
- *to improve access to employment and key services by widening travel choices, especially for those without access to a car.*
- *to make travel for all modes safer and, in particular, reduce the number and severity of road casualties to maintain the transport system to standards which allow safe and efficient movement of people and goods.*
- *to protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs*
- *to improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment to improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems.*

- *to minimise carbon emissions from transport across the county.'*

South East Lincolnshire Local Plan 2011-2036

- 3.16 The South East Lincolnshire Local Plan (2011-2036) was adopted in March 2019, and was created by a committee formed by a partnership of Boston Borough, South Holland District and Lincolnshire County Councils, who worked together to create a plan for the future of South Holland District and Boston Borough.

- 3.17 Two strategic transport related priorities were identified within the Local Plan, as follows:

'11. To improve accessibility for all to jobs, services and facilities by sustainable and public transport, to make travel as easy and affordable as possible, both within the area and along key links to and from South East Lincolnshire.

12. To improve South East Lincolnshire's highway infrastructure, to tackle congestion, improve road safety and make journeys as easy as possible particularly for those living in rural areas and to enhance efficiencies for business.'

- 3.18 To meet the above, 'Policy 33: Delivering a More Sustainable Transport Network' seeks to deliver this:

'C. For cycling, walking and other sustainable transport this will be by:

1. protecting existing footpaths, cycle routes and public rights of way from development;

3. ensuring that major new developments provide for walking and cycling routes and/or links to existing networks, to key public transport corridors and to transport interchanges;

To demonstrate compliance with this policy, an appropriate Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale and nature of the development and agreed through early discussion with the Local Highway Authority.'

- 3.19 'Policy 36: Vehicle and Cycle Parking.

All new development, including change of use, should provide vehicle and cycle parking, in accordance with the minimum Parking Standards adopted by the Local Planning Authorities (in Appendix 6), unless a high quality-design can demonstrate that a lower standard of provision delivers the requirements set out in 1-4 below.

Parking for residents, employees and visitors should be integral to the design and form of all new development, and should ensure that:

1. parking spaces are fit for their intended use in terms of size and design;

2. for major residential development:

a. a balanced provision of allocated and communal parking is provided, overlooked and accessible to the development it serves;

b. off-curtilage parking is designed to maximise levels of security and safety for vehicles, drivers and pedestrians; and

c. a secure, covered, convenient space to store at least two bicycles is provided within each residential plot; in the case of flatted developments this may be provided as a communal facility within the curtilage of the building containing the flats;

To demonstrate compliance with this policy, a Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale and nature of the development and should be agreed through early discussion with the Local Highway Authority.

Negotiation on parking requirements should be in accordance with the Parking Standards SPD.'

Policy Compliance

- 3.20 The national and local policies detailed above will be given due regard when assessing the proposed development's sustainability, accessibility and vehicular impact on the local transport network, to ensure that the proposed development accords with the policies outlined, with suitable mitigation proposed where necessary.

4.0 SITE DESCRIPTION & DEVELOPMENT PROPOSALS

Existing Site

- 4.1 The site is located on the north-western edge of Sutton Bridge village, approximately 11.7km south-east of Holbeach and 15.2km west of Kings Lynn. The site, which is irregular in shape, is bound to the north and west by agricultural land, with existing residential dwellings forming the immediate southern boundary of the site. Allotments, in addition to further residential dwellings and agricultural land are located to the east of the site. Westmere Community Primary School is located adjacent to the eastern boundary of extant planning permission site no.3, identified in Figure 7.
- 4.2 Bridge Road; the main carriageway running in a north-west to south-east direction through the centre of Sutton Bridge, is located to the south of the site, beyond the existing residential dwellings. A number of residential streets extend south to Bridge Road from the site boundary, with the most relevant including Nightingale Way, Granville Terrace, Withington Street and Chestnut Terrace.
- 4.3 The A17 is located approximately 1.3km to the south of the site, with access taken by heading south-east on Bridge Street, whereby a roundabout junction with the A17 is located on the western side of the River Nene. The A17 provides access to the wider strategic road network and larger destinations throughout Lincolnshire and Norfolk.

Nightingale Way

- 4.4 Nightingale Way; from which the western vehicular access to the proposed site will be taken, is a residential street comprising of detached dwellings. The carriageway, as shown in Figure 2 and 3, has a width of approximately 5.5m, with 2m footways present on both sides of the carriageway.
- 4.5 The carriageway connects to Bridge Road via a simple priority junction, with dropped kerbs and tactile paving provided at the junction, facilitating pedestrian movements on the existing Bridge Road footway network. Street lighting is in place on Nightingale Way, providing coverage of the existing footway network.

Figure 2: Nightingale Way (View Northbound Adjacent to Grebe Close)



Source: Google Maps

Figure 3: Nightingale Way (View Southbound Towards Junction with Bridge Road)



Source: Google Maps

Withington Street

- 4.6 Withington Street; from which the central vehicular access to the proposed site will be taken, is a residential street comprising a mixture of terrace houses and detached dwellings. The carriageway has a width of circa 6.0-7.0m, and footways with widths in excess of 1.6m present on both sides of the carriageway. A pedestrian link is also provided between Granville Terrace and Withington Street at the northern end of Withington Street. The existing footways on Withington Street are largely unlit.
- 4.7 As shown in Figure 5 and 6, the carriageway connects to Bridge Road via a simple priority junction, with dropped kerbs and tactile paving provided at the junction, facilitating pedestrian movements on the existing Bridge Road footway network.
- 4.8 A previous site visit carried out on Monday 10th September 2018 (10.30-11.30am) noted that, as shown in Figure 4, on-street parking occurs along the carriageway where the terraced dwellings are situated, with on-street parking becoming less prominent towards the Bridge Street junction where properties benefit from off-street parking.

Figure 4: Withington Street Carriageway (View Northbound)



Figures 5 and 6: Withington Street/Bridge Road Junction (View South-eastbound and North-westbound)



Bridge Road

- 4.9 As previously identified, Bridge Road is the main carriageway running through the centre of Sutton Bridge, with the majority of facilities and amenities in Sutton Bridge located along the carriageway. Within the site's locale, the carriageway has an approximate width of 7.5m. A footway with a width generally in excess of 1.6m is present on the northern side of the carriageway, which extends throughout Sutton Bridge, connecting to the existing pedestrian network on the adjacent local roads.
- 4.10 A footway with a width of approximately 1.6m commences on the southern side of Bridge Road opposite the Crosby Row junction, extending south-eastbound throughout Sutton Bridge. Street lighting is in place on Bridge Road, covering the existing pedestrian network. Dropped kerbs, with tactile paving in some cases, are located at many junctions on Bridge Road, facilitating pedestrian movements towards the centre of Sutton Bridge.
- 4.11 The carriageway is subject to a 30mph speed limit, which commences on entering Sutton Bridge, approximately 45m to the west of Nightingale Way and extends throughout the town, prior to which the speed limit is 40mph.
- 4.12 On-street parking is permitted on the northern side of the Bridge Road carriageway in the form of extended sections of unrestricted marked parking laybys, which commence to the west of Chestnut Terrace, ceasing approximately 65m from Nightingale Way.
- 4.13 It is acknowledged that the on-street parking may obscure visibility for vehicles emerging from Withington Street however, this is a temporary obstruction which may not occur regularly, and is also the existing situation for residents emerging from junctions on the northern side of Bridge Road. Nonetheless, the safety of the existing junctions; from which vehicular access to the site will be taken, will be reviewed in Section 8.0.

Planning History

- 4.14 It is understood that areas within the proposed development site benefit from extant planning permission. The most relevant planning history of the site is detailed in Table 1 below, and the sites with extant planning permission are highlighted in Figure 7.

Table 1: Recent Relevant Planning History

No. (Fig 2)	Application Ref.	Development	Date
1	H18-0435-18 (OUT)	60 dwellings (Nightingale Way access)	Approved 1/3/19
	H18-1167-19 (RM)		Approved 31/3/20
2	H18-1168-16 (OUT)	10 dwellings (Withington Street access)	Approved 12/5/17
	H18-0692-19 (RM)		Approved 15/10/19
3	H18-1167-16 (OUT)	6 dwellings (Chestnut Terrace access)	Refused 7/3/17
	APP/A2525/W/17/3182341		Approved 8/12/17
	H18-0709-19 (RM)		Approved 7/10/19
-	H18-0120-19 (OUT)	70 dwellings (Withington Street vehicular access)	Refused 5/7/19

OUT = Outline application, RM = Reserved Matters application, APP = Appeal

Figure 7: Sites with Extant Planning Permission Context Plan

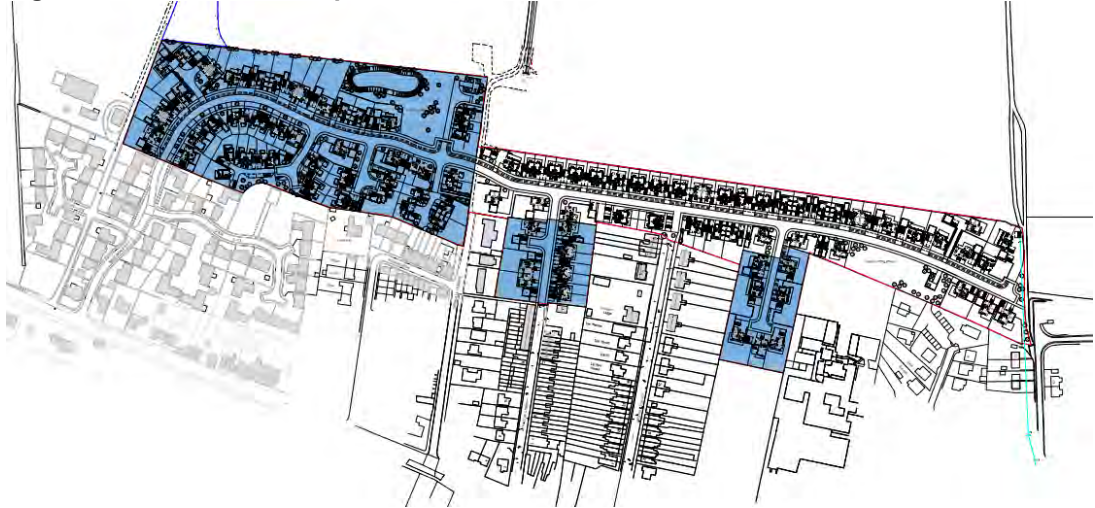


Source: Google Maps

Proposed Development

- 4.15 The development proposals are to erect up to 130 residential dwellings within the existing greenfield land outlined within Figure 7. The indicative masterplan is shown in Figure 8 and attached within Appendix A.

Figure 8: Indicative Masterplan



Source: ABDS Ltd

- 4.16 Vehicular access to the site will be taken via Nightingale Way and Withington Street, with additional pedestrian access points provided onto Chestnut Terrace, Granville Terrace and Allenby's Chase. Further details regarding vehicular and pedestrian access to the site are provided in Section 7.0.

5.0 SUSTAINABILITY

- 5.1 To evaluate the sustainability of the site a number of factors have been interrogated. An Accessibility Assessment has been undertaken to calculate the number and variety of local amenities and facilities within close proximity of the site. Following this, studies of all sustainable modes of transport (pedestrian, cycling and public transport) have been undertaken to appraise the existing facilities with relevant improvements suggested where necessary in accordance with, and informed by, relevant local and national policy alongside engineering judgement.

Accessibility Assessment

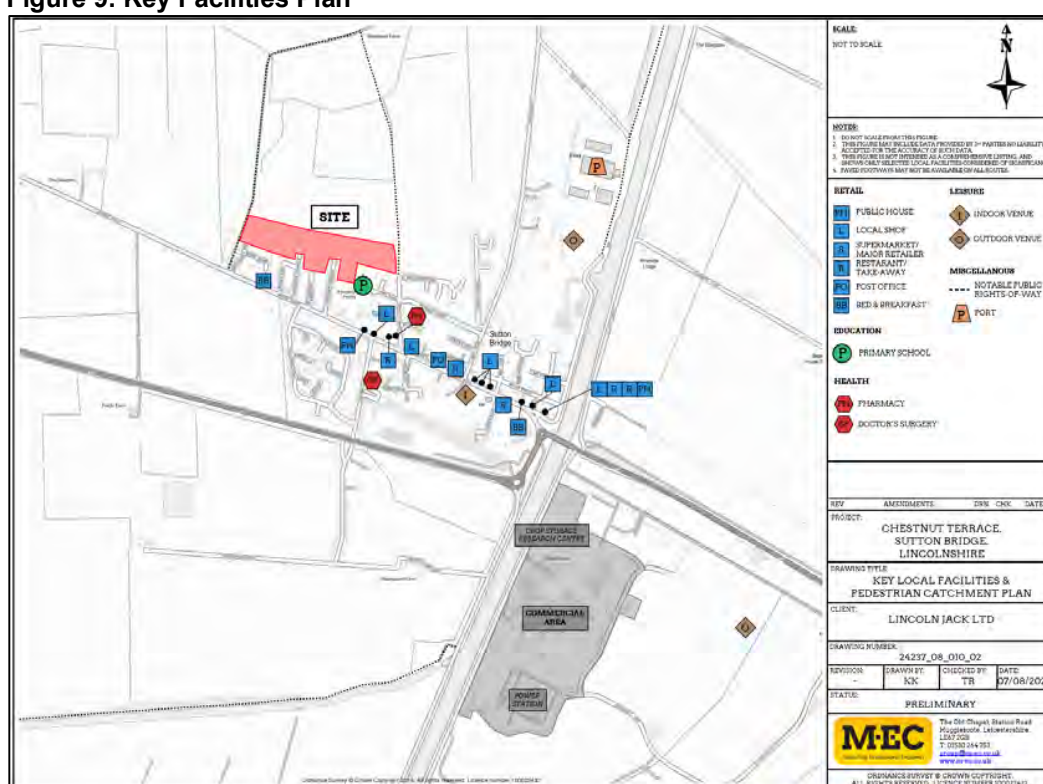
- 5.2 An Accessibility Assessment has been undertaken to determine the location of key local facilities and amenities in relation to walking, cycling and public transport, to prove that the site is located within a suitable travel time to these services, and that the routes taken to these are conducive to walking/cycling. Table 2 below, provides a summary of accessibility to key amenities and facilities from the proposed development access on Nightingale Way by realistic sustainable transport modes.

Table 2: Accessibility Assessment

Facility	Approx. Distance (m)	Approx. Journey Time (minutes)*	
		Walking	Cycling
Education			
Westmere Community Primary School	1350	17	4
Health			
Nene Pharmacy	915	11	3
Sutton Medical Group	1007	13	4
Retail			
The Greyhound Public House	807	10	3
Railway Stores	838	10	3
Baxter's Fish & Chips	912	11	3
Nisa Local	1000	13	4
Serenity Hair and Beauty	1120	14	4
Family Kebab & Pizza House	1270	16	4
Smiths The Bakers	1400	18	5
Co-operative	1510	19	5
Leisure			
The Curlew Centre	1400	17	5
Transport			
Nightingale Way Bus Stops	180	2	1
Withington Street Bus Stops*	180/350	2/4	1/1
Post Office Bus Stops**	450	5	2
Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.			
*Distance measured from proposed access on Withington Street/Chestnut Terrace			
**Distance measured from proposed pedestrian access north of Allenby's Chase			

- 5.3 Table 2 demonstrates that many key facilities and amenities residents may require are located within the 1.6km distance desired by the DfT. The DfT National Travel Survey (England) 2018 found that walking constitutes 27% of all journeys made in a year, and that approximately 80% of all trips under 1 mile (1.6km) were walking journeys. On average, people are willing to travel 16 minutes per walking trip.
- 5.4 It should be noted that there are yet further facilities and amenities located beyond the identified 1.6km walking distance.
- 5.5 Figure 9 provides a visual representation of the local highway network and other facilities and amenities within the local area. A copy of the plan is provided within Appendix C.

Figure 9: Key Facilities Plan



Pedestrian Facilities

- 5.6 The NPPF does not specify walking distance criteria, however the Institute of Highways (IHT) publication 'Providing for Journeys on Foot' (2000) identifies walking distances, as per Table 3.

Table 3: CIHT Suggested Walking Distances

IHT Standard	Walking Distance (m)		
	Town Centre's	Commuting/ School	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

5.7 As previously detailed, pedestrian access to the site will be taken via the two main points of access on Nightingale Way and Withington Street; whereby footways with minimum widths of 1.6m are already present. These footways will be extended into and throughout the proposed development, providing continuous pedestrian links to the existing footway network provided along Bridge Road and throughout Sutton Bridge.

5.8 Additional points of access for pedestrian use only will be provided on Chestnut Terrace, Granville Terrace and Allenby's Chase.

Chestnut Terrace

5.9 Footways of circa 2.0m width, under the cover of street lighting, are present on both sides of Chestnut Terrace carriageway. The footway on the western side of the carriageway ceases approximately two thirds of the way up Chestnut Terrace, with the footway on the eastern side continuing to the northernmost point of Chestnut Terrace, as shown in Figure 10 and 11. The footway on the eastern side of the carriageway will be extended into the site.

5.10 Dropped kerbs are provided at the junction with Bridge Road, assisting pedestrian movements on the existing footway network.

5.11 It is understood that beyond property no.30, Chestnut Terrace is adopted by South Holland District Council (SHDC), with the highway before property no.30 being adopted by LCC.

Figure 10: Chestnut Terrace (View Northbound Towards Site)



Figure 11: Chestnut Terrace (View Southbound)



Source: Google Maps

Granville Terrace

- 5.12 A street-lit footway of circa 2.0m width is present on the western side of Granville Terrace carriageway, as shown in Figure 12 and 13. Dropped kerbs are provided at the junction with Bridge Road, facilitating pedestrian movements along the existing footway network.
- 5.13 A section of tarmac footway will extend south from the proposed development, providing pedestrians with a route to the existing pedestrian network on Granville Terrace.

Figure 12: Granville Terrace (View Northbound Towards Site)



Source: Google Maps

Figure 13: Granville Terrace (View Southbound Towards Bridge Road Junction)



Source: Google Maps

- 5.14 As previously identified in Section 4.0, a pedestrian connection exists between Withington Street and Granville Street, as shown in Figure 14.

Figure 14: Granville Terrace Footway to Withington Street



Source: Google Maps

Allenby's Chase

- 5.15 Footways with widths in excess of approximately 1.5m are present on both sides of Allenby's Chase carriageway, as shown in Figure 15. Intermittent street lighting is present on Allenby's Chase footway network. Dropped kerbs are provided at junctions on Allenby's Chase and at the junction with Bridge Road, facilitating pedestrian movements along the existing footway network.

- 5.16 Public Right of Way (PRoW) SuBr 1/1 commences at St Matthew's Drive, extending northbound along the existing track shown in Figure 15. A footway link will be provided from the proposed development onto PRoW SuBr 1/1, where pedestrians will be able to proceed southbound on Allenby's Chase.

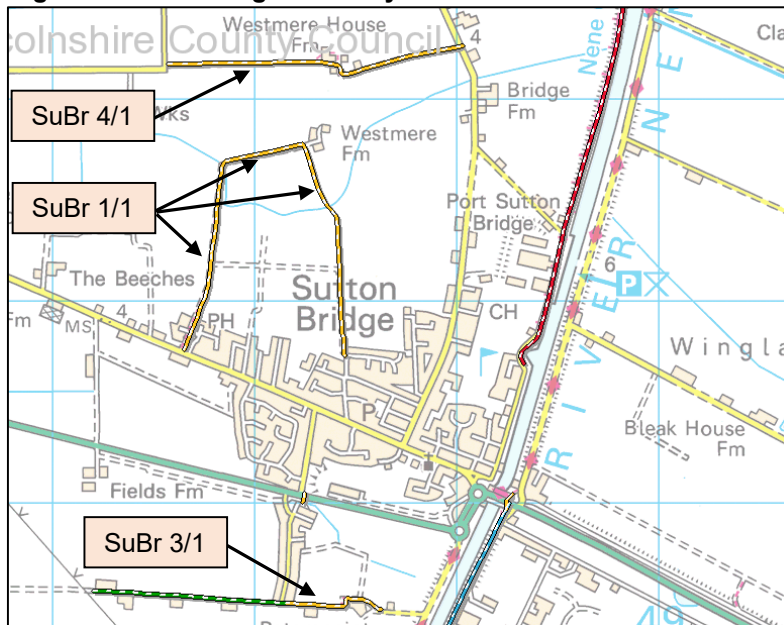
Figure 15: Allenby's Chase (View Northbound)



Source: Google Maps

- 5.17 A number of PRoWs are present within the site's locale, as shown on Figure 16. The most relevant PRoW to the site, SuBr 1/1, heads northbound along the track to the west of Nightingale Way, before heading eastbound towards Westmere Farm, and southbound to Allenby's Chase.

Figure 16: Public Rights of Way



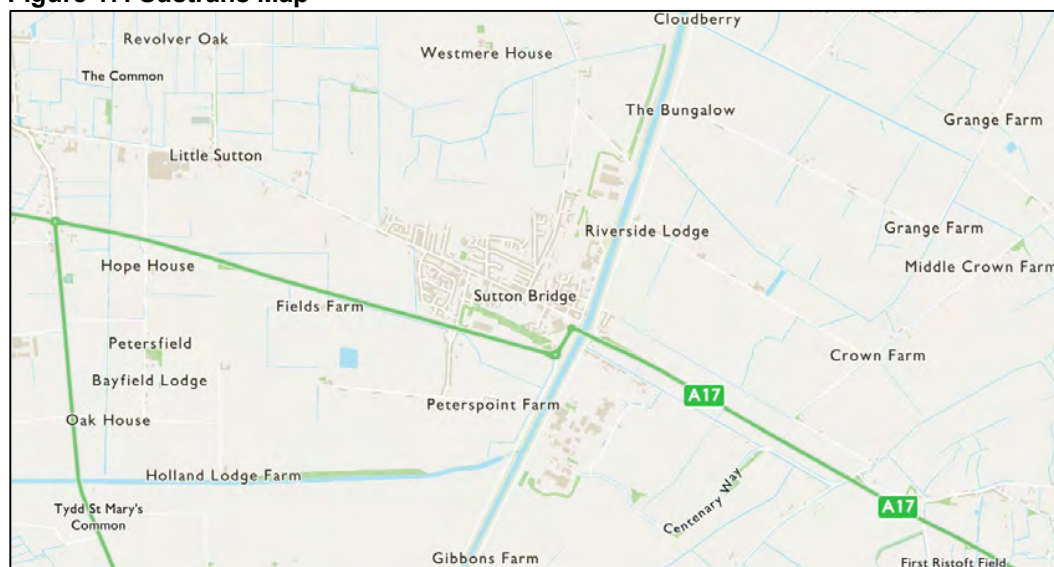
Source: Lincolnshire County Council

- 5.18 The existing pedestrian network will therefore suitably accommodate journeys on foot between the proposed site and Sutton Bridge village centre, with a number of the facilities and amenities identified in Table 2 accessible within the IHT's suggested walking distances outlined in Table 3.

Cycling Facilities

- 5.19 A review of Sustrans.org.uk indicates that there are no National Cycle Routes (NCR) located in close proximity to the site, as shown in Figure 17.

Figure 17: Sustrans Map



Source: sustrans.org.uk

- 5.20 The website Strava has subsequently been reviewed, as users record journeys they make, including walking and cycling journeys, which then produces a heatmap for the local area to identify which routes are frequently used for walking, cycling and other uses. Whilst not representative of journeys made by the entire population, the Strava heatmap provides an insight in to local journeys.
- 5.21 The heatmap shown in Figure 18 illustrates that on-carriageway cycling is undertaken on many of the main roads in the site's locale and the surrounding areas, demonstrating that cycling to facilities and amenities in Sutton Bridge is a realistic alternative mode of travel.

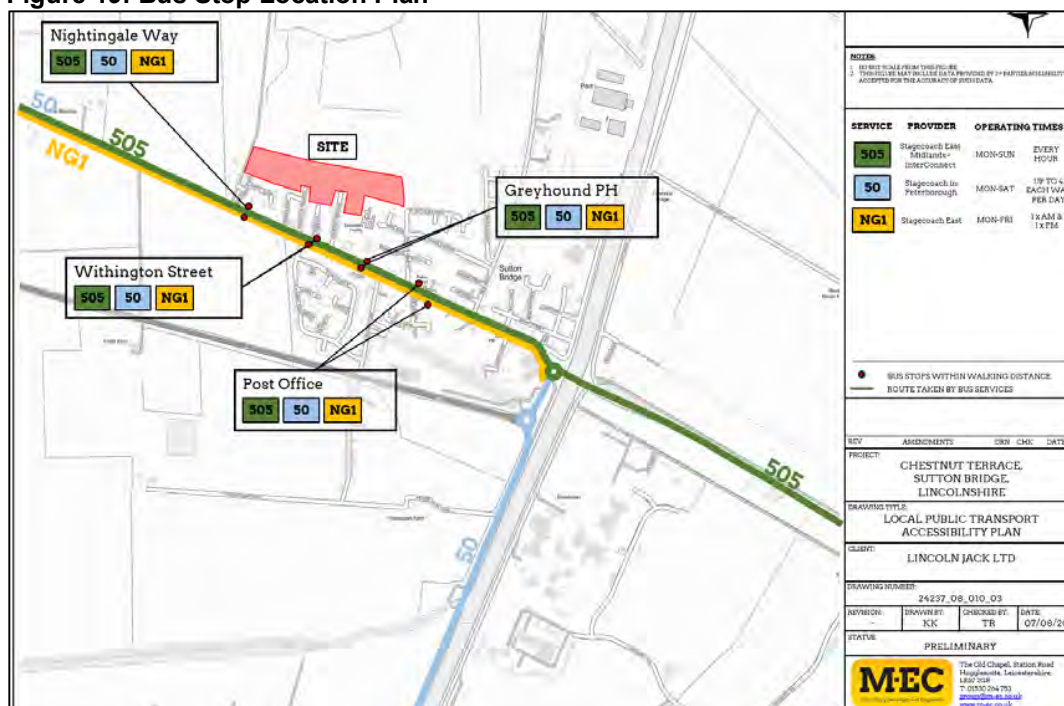
Figure 18: Strava Cycling Heatmap



Source: strava.com/heatmap. Red = cycling journeys recorded by Strava users, blue = little or no cycling activity.

Public Transport Facilities – Bus

- 5.22 A number of bus stops are located in close proximity to the site. The Chartered Institution of Highways and Transportation' (CIHT's) 'Buses in Urban Developments' document recommends a 300m walking distance for 'less frequent routes' (every 12 minutes or better is deemed high frequency).
- 5.23 Given the layout of the site and that multiple pedestrian access options will be provided, a number of bus stops have been highlighted, with the walking distance to each, as shown in Table 2, identified from the accesses most likely to be used by pedestrians in different parts of the site.
- 5.24 Whilst the walking distances to the bus stops from within the proposed development may slightly exceed the CIHT's recommended 300m distance, the aforementioned pedestrian routes are fairly flat, good quality routes. The actual additional distance above the 300m recommendation will be negligible, likely resulting in a maximum additional walk of 3-4 minutes. It is therefore concluded that the bus stops identified are considered to be suitably located for pedestrians to access.
- 5.25 The most relevant bus stops to the site are all located along Bridge Road, as shown in Figure 19, and are all served by the 505, 50 and NG1 bus services. Table 4 provides a summary of the features at each bus stop.

Figure 19: Bus Stop Location Plan

Table 4: Summary of Bus Stop Features

Bus Stop (North/South)		Display Unit with Timetable	Raised Kerbs	Standing Shelter	Cage Markings	Other
Nightingale Way	N	✓	✓	X	X	
	S	✓	✓	X	X	
Withington Street	N	✓	✓	X	X	
	S	✓	✓	✓	✓	public bench
Greyhound PH	N	✓	✓	X	X	
	S	✓	✓	✓	✓	
Post Office	N	✓	X	X	✓	
	S	✓	X	X	X	

- 5.26 A summary of the bus timetable information for the 50, 505 and NG1 services is outlined in Table 5, with the full timetable information provided in Appendix C.

Table 5: Summary of Bus Services

Service	Operating Days	Frequency	Route	Provider
50	Mon-Sat	Up to 4 each way per day	Wisbech – Long Sutton	Stagecoach in Peterborough
505 InterConnect	Mon-Sun	Every hour	Kings Lynn - Spalding	Stagecoach East Midlands - InterConnect
NG1*	Mon-Fri	1 x AM & 1 x PM service	Sutton Bridge – Spalding Grammar School	Stagecoach East Midlands

Source: traveline.info
 *School service

Public Transport Facilities – Rail

- 5.27 King's Lynn Railway Station is the nearest station to the site, located approximately 16.7km east of the proposed development when measured along potential travel routes. The station hosts 104 cycle storage spaces, alongside 212 car parking spaces. The station can be accessed via the aforementioned 505 InterConnect bus service to Kings Lynn bus interchange, followed by a 350m walk (4 minutes).
- 5.28 The station, managed by Great Northern, is the northern terminus of the Fen Line, providing services to Cambridge and London Kings Cross. Table 6 below provides a summary of the rail services to major destinations from Kings Lynn Railway Station.

Table 6: Summary of Rail Services from Kings Lynn Railway Station

Destination	Frequency (Outward journeys during peak periods)	Approximate Journey Duration
London Kings Cross	Up to 2 per hour	1hr 55mins
Cambridge	Up to 3 per hour	55mins

- 5.29 Cambridge, is located within an hour's commute from King's Lynn and can act as interchange location, offering a range of further services for commuters to destinations such as Brighton, and Stansted Airport.

Working from Home – Available Broadband Speeds

- 5.30 A review of uswitch.com highlights that broadband speeds for Nightingale Way and Withington Street are up to 67mb. The immediate local area has an array of high-speed broadband providers meaning residents are able to work from home, easily shop online and search for Liftshare opportunities.

Sustainability Conclusion

- 5.31 Despite the site's edge of village location, a number of local facilities and amenities are accessible on foot or by cycle, with the site providing a number of pedestrian links to the existing footway network in Sutton Bridge. The site is also served by a regular bus service, which provides a link to nearby villages and towns, whereby educational and employment opportunities can be accessed.
- 5.32 There is also the potential to encourage car sharing for journeys which cannot be made by public transport or by foot or cycle, particularly to employment sites.
- 5.33 Paragraph 103 of the NPPF outlines that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.'

- 5.34 Given the location of the site, it is concluded that the proposed development accords with the national and local guidance set out when promoting sustainable transport options.

6.0 VEHICULAR IMPACT

Methodology

6.1 An assessment has been undertaken to consider the impact of the proposed development on the local highway network. A copy of LCC's scoping discussions can be found within Appendix B, which details that the impact of the proposed development is to be assessed at the following junctions:

- Junction 1: Withington Street/Bridge Road priority junction
- Junction 2: Nightingale Way/Bridge Road priority junction

6.2 The operational capacity of the study area junctions has been assessed in the following traffic flow scenarios:

- 2020 Base Year
- 2025 Do Nothing (2020 base growthed to 2025 future year)
- 2025 Do Something (2025 Do Nothing + proposed development traffic)

6.3 The methodology for determining the assessment traffic flows to be used in the TA is described in the following paragraphs.

Base Traffic Count Data

6.4 Due to the current impact of Covid-19 meaning traffic counts are not representative of normal traffic flows on the highway network, AM (07:30-09:30) and PM (16:30-18:30) peak period traffic count data carried out for previous work on the site in 2019 has been used for both junctions included in the TA study area. The 2019 traffic count data has been growthed using TEMPro, to provide a 2020 base year.

6.5 The fully classified traffic turning counts were undertaken by Road Data Services Ltd on Tuesday 15th January 2019 (during school term time). It was confirmed that during the time of the survey, there were no reported incidents around the surveyed junction that would have influenced the vehicle flows or caused abnormal queueing.

6.6 A full copy of the traffic survey data, coupled with the queueing lengths recorded is provided in Appendix D.

6.7 To ensure a robust assessment of baseline traffic conditions, the morning and evening peak periods have been surveyed in order to enable the *actual* peak hour to be identified i.e. the highest flow recorded in a single hour within the wider peak period. It is noted that the hourly peak period for the junction operation is 07:30-08:30 during the AM peak and 16:30-17:30 during the PM peak. It should be noted that for the purposes of the capacity assessments all peak hour survey flows have been converted from vehicles per hour (VPH) into passenger car

units (PCUs) using factors identified in Chapter 37 (page 479) of the Institute of Highways and Transportation's book "Transport in the Urban Environment - Part 5" (1997):

- Car or light goods vehicles (LGVs) = 1.0 PCU;
- Medium goods vehicles = 1.5 PCU;
- Heavy goods vehicle (HGVs) = 2.3 PCU;
- Bus / Coach = 2.0 PCU;
- Motor Cycle = 0.4 PCU;
- Bicycle = 0.2 PCU.

6.8 Given that traffic counts were not previously undertaken at Junction 2 (Nightingale Way/Bridge Road priority junction), the Bridge Road passing flow data from Junction 1 has been maintained for Junction 2. Minor arm flows for Nightingale Way have been calculated by multiplying the existing number of dwellings on Nightingale Way and minor roads accessed from Nightingale Way (approx. 49 dwellings) by the trip rates provided in Table 8 from TRICS. Although this methodology would not usually be applied under normal road conditions, due to the current reduction in traffic flows due to Covid 19 and restrictions on traffic surveys being undertaken since March 16th 2020, this methodology is considered to be the most robust to provide representative flows for this junction in the absence of traffic count data, which LCC have agreed is acceptable.

Future Year Growth

6.9 The assessments will consider junction operation at a base survey year at 2020 and a future year of 2025 (with and without development).

6.10 The traffic data has been growthed using NTM adjusted TEMPro generated factors for the local area. The 2019 traffic count data has been growthed to provide a 2020 base year. To achieve 2025 future year flows, the 2020 base year flows have then been growthed using rates obtained from TEMPro 7.2/NTM dataset AF15 for South Holland 008, (Zone E02005472). The growth rates can be found within Table 7 below.

Table 7: Growth Rates to Achieve Future Year Flows

Period	AM Peak	PM Peak
2019 – 2020	1.013	1.013
2020 - 2025	1.100	1.099

Note: rates for "all" road types have been obtained from the AF15 dataset

Proposed Development Trip Generation

6.11 In order to ascertain the number of vehicle movements likely to be generated from the proposed development, an analysis of the Trip Rate Information Computer System (TRICS®),

a computer program which assists in estimating trip rates to and from sites, has been undertaken. Trip rates were obtained for the peak periods 08:00-09:00 during the AM peak period and 17:00-18:00 during the PM peak period. Vehicle trip rates were extracted for land use category '03 Residential, A – Houses Privately Owned'. A summary of the likely projected vehicle flows based on a development quantum of 130 dwellings for the proposed development can be found within Table 8, with the full TRICS data available in Appendix E.

Table 8: Trip Rate Analysis for the Proposed Development

TRICS Land Use Category		AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
		Arrivals	Departures	Arrivals	Departures
Proposed Development: Residential/Houses Privately Owned	Trip Rates per unit	0.135	0.438	0.342	0.156
	130 Dwellings	18 trips	57 trips	44 trips	20 trips
Total trips		75 trips		64 trips	

- 6.12 Table 8 outlines that the proposed development would generate approximately 75 two-way vehicle movements during the AM peak period and 64 two-way vehicle movements during the PM peak period.

Trip Distribution

- 6.13 The distribution of the traffic flows provided in Table 8 has been based around the percentage distribution of existing vehicle flows from Withington Street, as identified from the 2019 traffic count survey.
- 6.14 It should be noted that both Withington Street and Nightingale Way junctions have been assessed using the total number of trips calculated for the proposed 130 dwelling development, as shown in Table 8. Given the layout of the proposed development and that two vehicular accesses will be provided, there is no accurate way of calculating how many dwellings will utilise each access, therefore it is deemed that using the total trips for the whole development to assess each junction provides the most robust assessment possible.
- 6.15 The junction distribution summary diagrams for all scenarios considered are provided in Appendix F.

Junction Capacity Assessments

- 6.16 The capacity of the junctions within the TA study area has been ascertained using the Department of Transport TRL program JUNCTIONS 9. This program is recognised as

“industry standard” traffic modelling software used for assessing the capacity of priority junctions.

- 6.17 For priority T-junctions, a Ratio of Flow to Capacity (RFC) value of 0.85 or less typically demonstrate that a junction arm or turning movement is operating “within capacity” and is therefore unlikely to experience regular queuing. RFC values greater than 0.85 represent increased levels of queues and congestion i.e. the junction operates “over capacity” as essentially, 85% of the theoretical capacity is the maximum flow rate. The consequences of a high RFC depend on the flow. An RFC value of 1.2 might not matter with a very low flow whereas a value of 0.85 might be disastrous with a high flow. Therefore, it is important to review delay alongside RFC, in order to determine a junction’s overall operation capacity.
- 6.18 Capacity assessments have been undertaken at the Withington Street and Nightingale Way junctions with Bridge Road. Red text within a cell outlines that there are a significant number of vehicles queuing at the junction, that there is a delay for traffic at the junction and/or the junction operates “over theoretical capacity”.

Junction 1 – Withington Street/Bridge Road

- 6.19 Table 9 provides a summary of predicted RFC values and queue lengths for the Withington Street/Bridge Road priority junction during all scenarios considered. The full capacity assessment results can be found in Appendix G.

Table 9: Junction 1 Assessment Results

Arm / Movement	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
	2020 Base					
Stream B-C	0.0	6.89	0.02	0.0	7.09	0.02
Stream B-A	0.0	14.40	0.00	0.0	12.10	0.02
Stream C-AB	0.0	5.14	0.00	0.0	5.46	0.03
	2025 Do Nothing					
Stream B-C	0.0	7.01	0.02	0.0	7.27	0.03
Stream B-A	0.0	15.02	0.00	0.0	12.46	0.03
Stream C-AB	0.0	5.07	0.00	0.0	5.40	0.03
	2025 Do Something					
Stream B-C	0.1	7.68	0.09	0.1	7.39	0.05
Stream B-A	0.1	14.09	0.08	0.1	13.51	0.05
Stream C-AB	0.0	5.16	0.03	0.2	5.68	0.10

Arm A = Bridge Road (North), Arm B = Withington Street, Arm C = Bridge Road (South)

- 6.20 Table 9 shows that the junction operates well within capacity during all scenarios considered. As a result of this, no further assessment work has been undertaken.

Junction 2- Nightingale Way/Bridge Road

- 6.21 Table 10 provides a summary of predicted RFC values and queue lengths for the Nightingale Way/Bridge Road priority junction during all scenarios considered. The full capacity assessment results can be found in Appendix G.

Table 10: Junction 2 Assessment Results

Arm / Movement	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
	2020 Base					
Stream B-AC	0.1	8.98	0.05	0.0	8.63	0.02
Stream C-AB	0.0	6.90	0.01	0.0	6.94	0.02
2025 Do Nothing						
Stream B-AC	0.1	9.31	0.06	0.0	8.70	0.02
Stream C-AB	0.0	6.99	0.01	0.0	7.03	0.02
2025 Do Something						
Stream B-AC	0.3	10.98	0.20	0.1	9.35	0.07
Stream C-AB	0.0	7.03	0.03	0.1	7.24	0.08

Arm A = Bridge Road (North), Arm B = Nightingale Way, Arm C = Bridge Road (South)

- 6.22 Table 10 shows that the junction operates well within capacity during all scenarios considered. As a result of this, no further assessment work has been undertaken.

Assessment Conclusion

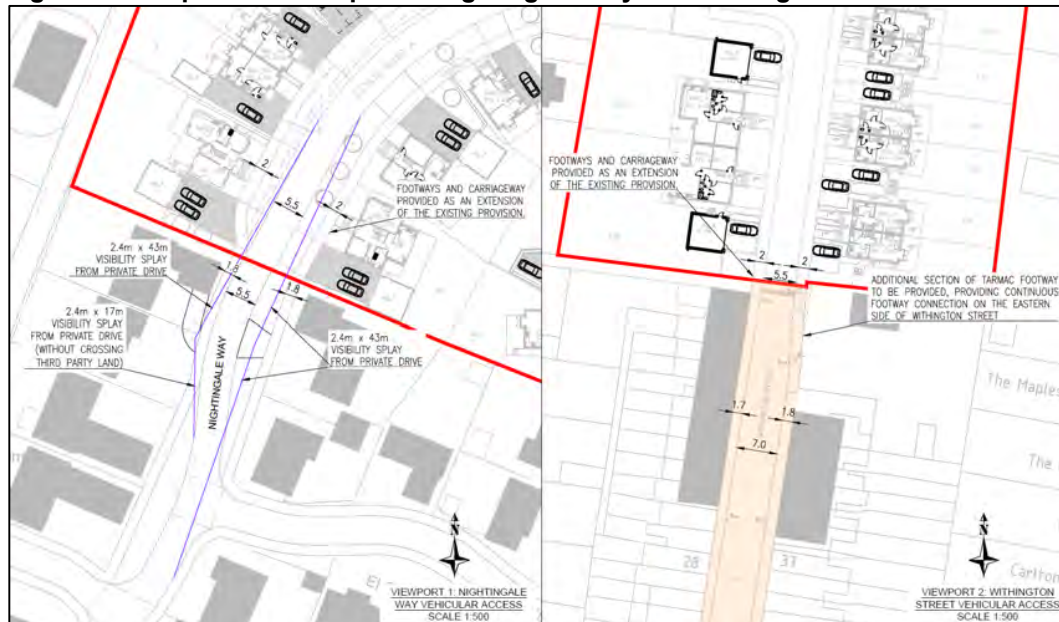
- 6.23 Taking into consideration the evidence within this chapter, both assessed junctions are expected to operate well within capacity in the 2025 future year with the proposed development, demonstrating that in accordance with paragraph 109 of the NPPF, the development does not have a severe impact.

7.0 SITE ACCESS

Access

- 7.1 The proposed development will be accessed via two main points of access; vehicular and pedestrian access on Withington Street and a vehicular and pedestrian access on Nightingale Way, which can be seen on Drawing no. 24237_08_020_01 in Appendix H.
- 7.2 Both points of access, designed in accordance with LCC's 'Lincolnshire Design Guide for Residential Areas (1996)' will be formed by extending the existing carriageways and footways into the site, with carriageway widths of 5.5m and footway widths of 2.0m being provided, as demonstrated by Figure 20.

Figure 20: Proposed Development Nightingale Way and Withington Street Accesses



- 7.3 Visibility splays, largely of 2.4m x 43m, have been demonstrated from the private drives at the northernmost existing residential dwellings on Nightingale Way. Given that these properties abut the site boundary, where the carriageway will be extended into the site, the visibility splays demonstrate that the existing residents will have suitable visibility of any oncoming traffic associated with the proposed development.
- 7.4 Visibility splays have not been demonstrated on Withington Street due to the fact that the northernmost existing dwellings comprise of terraced housing with on-street parking, therefore egressing private drives are not applicable here.
- 7.5 To promote walking from the site, additional pedestrian points of access will be provided via a series of tarmac pedestrian links from the site onto Granville Terrace, Chestnut Terrace and Allenby's Chase, as shown in Figure 21. Any shortfall in hardstanding between the site and the existing footways within Sutton Bridge will be improved where possible.

Figure 21: Proposed Development Pedestrian Links on Granville Terrace, Chestnut Terrace and Allenby's Chase



Car Parking

- 7.6 Car parking provision will be provided in line with LCC's parking standards as detailed below.

Table 11: Car Parking Standards

Unit Size	Car Parking
C3 1-3 bedrooms	2 spaces per dwelling
C3 4+ bedrooms	3 spaces per dwelling

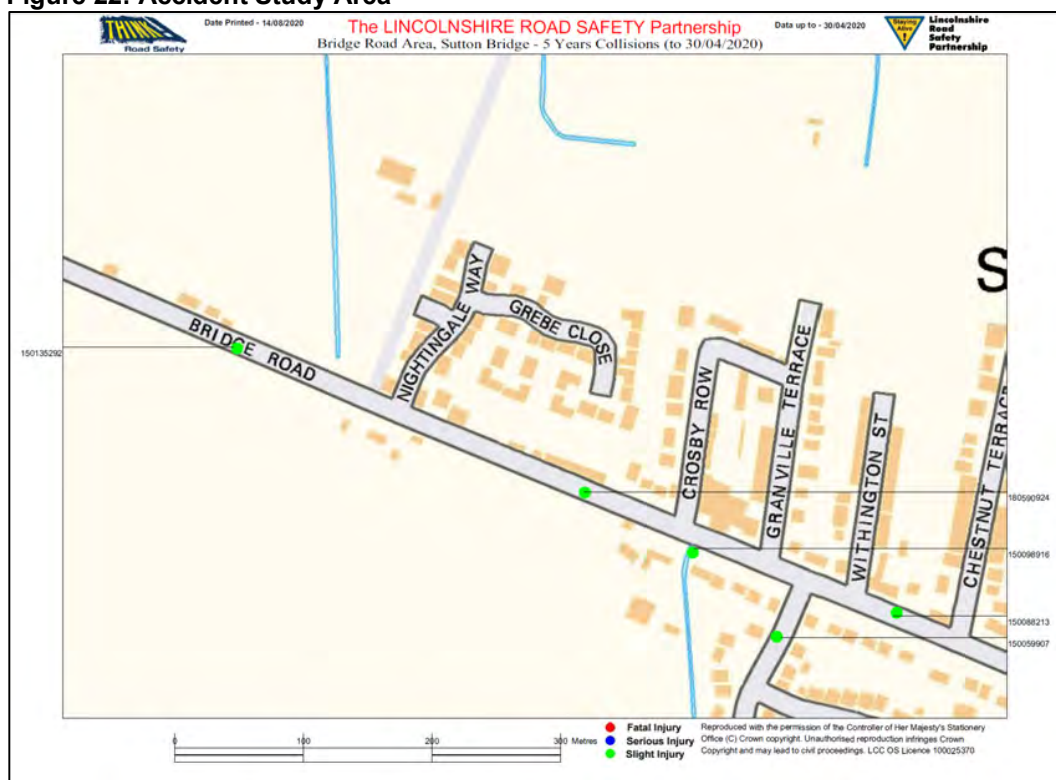
*A garage plus the space immediately in front of it will count as one space

**Maximum standards

8.0 ROAD SAFETY ASSESSMENT - ACCIDENT STATISTICS

- 8.1 Personal Injury Accident (PIA) has been obtained from Lincolnshire Road Safety Partnership for the most recently available 5-year period on record (up to 30/04/2020). Figure 22 identifies the location of the PIAs within the study area, whilst Table 12 provides a breakdown of the accident details. Full accident data can be found within Appendix I.

Figure 22: Accident Study Area



Data source: The Lincolnshire Road Safety Partnership

- 8.2 Reviewing Figure 22, a total of 5 PIAs took place within the study area over the course of a 5-year period; an average of 1 PIA per year. A description of the 5 PIAs is provided below in Table 12.

Table 12: Breakdown of Accidents within the Study Area

Ref.	Date	Time	Conditions			Severity	No° Involved		Description
			Light	Weather	Surface		Vehs	Cas	
150059907	10/07/15	08:30	Day	Fine	Dry	Slight	2	1	Vehicle is reversing, driver hit wrong pedal
150088213	07/09/15	07:14	Day	Fine	Dry	Slight	2	2	Both vehicles appear to have been driving on the wrong side of carriageway

150098 916	26/09/15	17:55	Day	Fine	Dry	Slight	1	1	Vehicle is reversing and hit casualty
150135 292	11/12/15	19:50	Dark	Fine	Dry	Slight	2	2	Vehicle 1 trying to do U-turn is hit by vehicle 2
180590 924	02/12/18	14:00	Day	Fine	Dry	Slight	1	1	Vehicle collided with pedestrian

- 8.3 All PIAs recorded were 'slight' in severity, with 4 (80%) occurring in 2015 and 1 occurring in 2018, suggesting that the PIA rate has decreased as no PIAs have occurred in the study area within the most recent two-year period.
- 8.4 1 of the 5 PIAs (20%) occurred in the dark, which would be described as an unfavourable condition for motorists.
- 8.5 The PIAs are evenly distributed, largely along Bridge Road, with no PIAs noted to have occurred at or in close proximity to Nightingale Way or Withington Street and their junctions with Bridge Road.
- 8.6 In conclusion, due to the fact there are no discernible PIAs cluster sites or trends, and that no PIAs have taken place in relation to the carriageways from which the site will be accessed, it is deemed that there are no PIA issues relating to the proposed development and the local highway network.

9.0 CONCLUSIONS

9.1 This Transport Assessment has considered the impact of a proposed residential development of up to 130 dwellings at land north of Nightingale Way and Withington Street, Sutton Bridge.

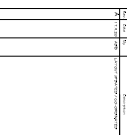
9.2 Based on the information provided, the following points are considered of key relevance to the proposed development in relation to highways matters:

- The development would be served by existing alternative modes of transport, to reduce car borne journeys. The site is served by existing walking and cycling routes that provide sustainable travel options for commuting to a variety of local employment opportunities and local facilities and amenities.
- A number of bus stops are located on Bridge Road, approximately 180-450m from the varying site accesses. All stops are served by the 50, 505 InterConnect and NG1 bus services. The 50 service provides up to 4 services each way between Wisbech and Long Sutton, Monday to Saturday. The 505 InterConnect service provides an hourly service between Kings Lynn and Spalding, Monday to Sunday. The NG1 is a once per day (each way) school service providing access to Spalding Grammar School.
- The proposed development would generate an additional 75 two-way vehicle movements during the AM peak period, and an additional 64 two-way vehicle movements during the PM peak period which is not considered as severe nor detrimental to the existing highway network.
- Following discussions with LCC, capacity assessments have been undertaken at the Withington Street/Bridge Road junction and Nightingale Way/Bridge Road junction. 2019 traffic count data from M-EC's previous work on the site has been growthed to a 2020 base year, with assessments then undertaken for a 2020 base year, 2025 Do Nothing and 2025 Do Something scenarios.
- The results of the capacity assessments illustrate that the development will have no severe impact on either of the junctions, with both operating well within capacity during all scenarios considered.
- The proposed development will be accessed via two vehicular accesses on Nightingale Way and Withington Street, comprising an extension of the existing carriageways and footways into the site. Additional pedestrian links will be provided on Granville Terrace, Chestnut Terrace and Allenby's Chase.
- The PIA records do not identify any issues within the study area that would be exacerbated by the construction of the proposed development

- A Travel Plan has been produced for the site (Report: 24237-08-TP-01) in order to reduce single occupancy car journeys and encourage use of sustainable transport modes including walking, cycling and public transport.

9.3 It is recommended that, in accordance with key paragraphs 103 and 109 of the National Planning Policy Framework (NPPF), the proposed development should not be prevented or refused planning on transport grounds, as the residual cumulative impacts of the development do not represent a severe impact.

APPENDIX A



APPENDIX B

Sarah Williams

From: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Sent: 10 September 2020 11:42
To: Sarah Williams
Cc: Tim Rose
Subject: RE: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

Morning Sarah.

Your proposed methodology for junction assessment without new traffic data is the only sensible option and we would be happy to accept this in the current circumstances.

This is not my area of expertise and I am afraid I cannot therefore offer you any opinion as to when it is expected that traffic count data will again be regarded as being representative.

Regards,
Jon.



Jon Sharpe
Principal Development Management Officer
Place Directorate

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Lancaster House | 36 Orchard Street | Lincoln | LN1 1XX

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From: Sarah Williams [mailto:sarah.williams@m-ec.co.uk]
Sent: 10 September 2020 08:39
To: Jon Sharpe
Cc: Tim Rose
Subject: RE: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

Good morning Jon,

Following the scoping discussions below, we are currently preparing the Transport Assessment for the site at land to the rear of Chestnut Terrace and Withington Street, Sutton Bridge.

We are aware that the majority of Local Authorities have not been accepting traffic count survey data that has been undertaken since March 2020 due to the ongoing impact of Covid-19 on the highway network.

Due to this, we have assessed the Withington Street and Nightingale Way junctions with Bridge Road as follows:

- Junction 1 (Withington Street/Bridge Road) – Growthed 2019 traffic data (from our previous work on the site) using TEMPro to provide a 2020 base year, with 2025 future year assessments subsequently carried out as normal.

- Junction 2 (Nightingale Way/Bridge Road) – passing flows on Bridge Road maintained from Junction 1 2019 survey. Nightingale Way minor arm flows calculated by multiplying the number of dwellings served by Nightingale Way by our TRICS trip rates. All figures have then been growthed to provide a 2020 base year, with 2025 future year assessments subsequently carried out as normal.

I hope this is acceptable to you, and I look forwards to receiving any comments you may have regarding our methodology in the absence of up to date traffic surveys. We would also be interested to know if you have an idea of when traffic count surveys will be accepted again.

Thank you in advance for your time.

Kind regards

Sarah Williams
Transport Planner

My working days are **Wednesday-Friday**

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From: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Sent: 15 July 2020 11:37
To: Tim Rose <Tim.Rose@m-ec.co.uk>
Cc: alan@abdevservices.co.uk
Subject: RE: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

In anticipation of the responses that are likely to accrue from the Local Planning Authority's consultation on any Planning Application for this development Tim, I would advise that you look at the junction capacity at both Nightingale Way and Withington Street with Bridge Road.

Bridge Road itself is the former A17 and it is not expected that there would likely to be any capacity issues with Bridge Road or with the junctions of Bridge Road with the wider highway network.

Regards,
Jon.

From: Tim Rose [<mailto:Tim.Rose@m-ec.co.uk>]
Sent: 13 July 2020 22:47
To: Jon Sharpe
Cc: alan@abdevservices.co.uk
Subject: RE: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

Hi Jon

Thanks for your response, noted re the LPA we will pick this up separately with them

In terms of the junction assessments/study area, do you have any specific comments on what LCC would expect in relation to this?

Thanks

Best regards

Tim Rose, BA(Hons) MCIHT MTPS
Director

M-EC Consulting Development Engineers
The Old Chapel | Station Road | Hugglescote | Leicestershire | LE67 2GB

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E: tim.rose@m-ec.co.uk

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From: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Sent: 13 July 2020 11:41
To: Tim Rose <Tim.Rose@m-ec.co.uk>
Subject: RE: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

Thank you for your e-mail Tim.

I can confirm your proposed scoping covers all the salient matters for a Transport Assessment and Travel Plan for your client's prospective development.

However, a significant part of the land identified on your attached plan was refused consent under Application number H18-0120-19.

I suggest it would therefore make sense to seek some assurance from the local planning authority on the likelihood of that decision being reversed before progressing too far with supporting evidence for a revised Application.

Regards,
Jon.



Jon Sharpe
Principal Development Management Officer
Place Directorate

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From: Tim Rose [<mailto:Tim.Rose@m-ec.co.uk>]
Sent: 09 July 2020 11:36
To: Jon Sharpe
Subject: 24237 - Land rear of Chestnut Terrace and Withington Street, Sutton Bridge, Spalding

Morning Jon

Hope you're keeping well

You dealt with my colleagues previously a few years back on a residential scheme in Sutton Bridge. I've now picked this up as my client is looking at a fresh outline application of 130 ish dwellings, as per the attached layout

You will be aware parts of the site benefit from various planning permissions and RM approvals, totalling 76 units (60 from Nightingale Way, 10 from Withington Street and 6 from Chestnut Terrace). These areas are highlighted in blue on the attached.

Due to the size of the proposal, I am aware a TA and Travel Plan are likely to be required for any outline application for 130 ish dwellings.

Would you be able to confirm what your key requirements would be as part of this work, particularly with reference to junction assessments and methodology for traffic surveys during the current time. We would cover the following in the TA;

- Description of the development proposals, and site characteristics;
- A review and consideration of existing transport conditions in the immediate vicinity of the site;
- A review and summary of existing provision and opportunities for sustainable travel modes, including details of the requirement for new and enhanced provision, where applicable;
- Calculation and analysis of the proposed trip generation, in both the AM and PM peaks, using industry recognised software;
- Junction assessments if required
- A description of proposed access, circulation, parking and servicing provisions, with justification to local standards and levels;
- A review of historic accident data (5-year period) in the immediate vicinity of the site,
- Confirmation of the access strategy being promoted, in respect of viability, safety, and compliance to local design standards. This includes for an access design detailing visibility sight lines for drivers accessing/ egressing the proposed access;
- A review of current walking and cycling facilities, with a particular focus on how individuals with impaired mobility are integrated, and where applicable, suggest possible improvements to enhance provision, and;
- Details of any proposed mitigation to make the development acceptable to planning, with regards to transport.

I hope this is acceptable and look forward to hearing from you in due course

Many thanks in advance

Best regards

Tim Rose, BA(Hons) MCIHT MTPS
Director

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APPENDIX C

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LEISURE

1 INDOOR VENUE

OUTDOOR VENUE

MISCELLANEOUS

RIGHT

PORT

PH
PHARMACY

GP
DOCTOR'S SURGERY

REV	AMENDMENTS	DIN	CHK	DATE
PROJECT: CHESTNUT TERRACE, SUTTON BRIDGE, LINCOLNSHIRE				
DRAWING TITLE: KEY LOCAL FACILITIES & PEDESTRIAN CATCHMENT PLAN				
CLIENT: LINCOLN JACK LTD				
DRAWING NUMBER: 24237_08_010_02				
REVISION: -	DRAWN BY: KK	CHECKED BY: TR	DATE: 07/08/2020	
STATUS: PRELIMINARY				



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