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1. INTRODUCTION

- 1.1 This Access Technical Note (ATN) has been prepared by Paul Basham Associates to support a prior approval planning application to realign an existing access track supporting agricultural use. The site is located on the land southwest of Chalk Lane, within Sutton Bridge, Spalding. The site location is shown below in **Figure 1**.



Figure 1: Site Location

2. EXISTING CONDITIONS

Overview

- 2.1 The site is located on the land southwest of Chalk Lane within Sutton Bridge, Spalding. The site itself is agricultural land which is currently in use by the landowner. The site was formerly used for horticultural purposes by a trial company however operations ceased in September 2019. The area of the site extends for 9.78 acres (3.957 ha).

Existing Access Arrangement

- 2.2 The site is accessible from an existing track which connects onto the southern boundary of Chalk Lane at a crossover access. The existing track travels in a southwest direction, connecting into third party land which is adjacent to the site. The existing track is approximately 3.8m wide where it connects onto Chalk Lane and narrows to approximately 2.7m 35m south of the existing crossover access.
- 2.3 The track itself consists of a rural track with a grass verge either side.
- 2.4 The existing track is the only access into the site, once the track terminates approximately 58m southwest of the existing crossover access further access into the site is only obtainable through third-party land. **Figure 2** demonstrates the existing access arrangement in relation to the site and third-party land.



Figure 2: Existing and Proposed Access Arrangement

Local Highway Network

Chalk Lane

- 2.5 Chalk Lane travels in an east to west direction, north of the site. Chalk Lane is rural in nature and provides access to residential properties along the eastern boundary. Chalk Lane connects with Centenary Way to the east and East Bank to the west. Centenary Way continues in a southwest and southeast direction, connecting into Sutton Bridge Power Station to the southwest and onto the A17 to the southeast.

East Bank

- 2.6 East Bank travels in a northeast to southwest direction, along the western boundary of the site. East Bank connects with Gunthorpe Road southwest of the site, and the A17 located north of the site. East Bank travelling northeast of the site continues from the northern boundary of the A17 in a northern direction into Guy's Head.

A17

- 2.7 The A17 travels in a southeast and northwest direction, north of the site. The A17 is subject to a 60mph speed limit and connects with Kings Lynn to the southeast and Newark-on-Trent to the northwest. The A17 is accessed approximately 100m north of the site existing crossover access at the East Bank/ A17 T-junction.

Personal Injury Collision Data

- 2.8 A review of the Personal Injury Collision (PIC) data within the vicinity of the site has been undertaken to identify any highway safety concerns along the surrounding local highway network. The CrashMap database¹ was used to obtain the PIC data for the most recently available five-years period (2018-2022).
- 2.9 Following a review of the PIC data, it identified that there are no collisions that have occurred over the most recent five-years period (2018-2022) within the vicinity of the site along Chalk Lane and East Bank. Therefore, it is considered there are no existing highway safety issues which would be exacerbated by the potential residential development.

¹ <https://www.crashmap.co.uk/Search>

3. PROPOSED ACCESS ARRANGEMENT

Access Arrangements

- 3.1 The site is currently accessed from an existing crossover access from Chalk Lane. This access will remain unchanged as a result of the proposed development, with no additional vehicle movements anticipated as part of the proposed development and a review of PIC data indicates that there have been no incidents recorded over the most recently available five-years period. This access is therefore considered appropriate.
- 3.2 The track is approximately 2.7m-3.8m in width (narrowing as it travels further south from the crossover access) and travels in a southwest direction for approximately 58m before terminating. Access to the site from this point can currently only be obtained by travelling through third party land, as shown above in **Figure 2**.
- 3.3 This ATN has been produced to support the proposals for an extension of the existing track further south to provide direct access to the site without the need for third-party land. An access review has therefore been undertaken using Ordnance Survey (OS) mapping to identify a route for this access track.
- 3.4 The existing track will remain in place up to the point where it currently terminates 58m south of the access onto Chalk Lane. The track would then be extended for approximately 55m from where it currently terminates. The proposed access track would measure approximately 4m wide, with it widening to 5m wide where it connects into the site. This is to ensure the agricultural vehicles accessing the site can obtain safe and suitable access and egress. The proposed general arrangement for the access track is attached as **Appendix A**.
- 3.5 **Figure 2** demonstrates the location of the proposed access track in relation to the existing access track and the site location. To provide the access track as shown, a portion of overgrown hedgerow and vegetation will be cleared measuring approximately up to 6m in length.

Swept Path Analysis

- 3.6 Swept path analysis (vehicle tracking) shown in **Appendix B**, has been undertaken for the proposed access track to demonstrate a tractor and land rover and horsebox. The swept path analysis demonstrates that the vehicles are capable of entering and egressing the site and manoeuvring through the extended track from the crossover access in forward gear and navigating along the existing and proposed access track.

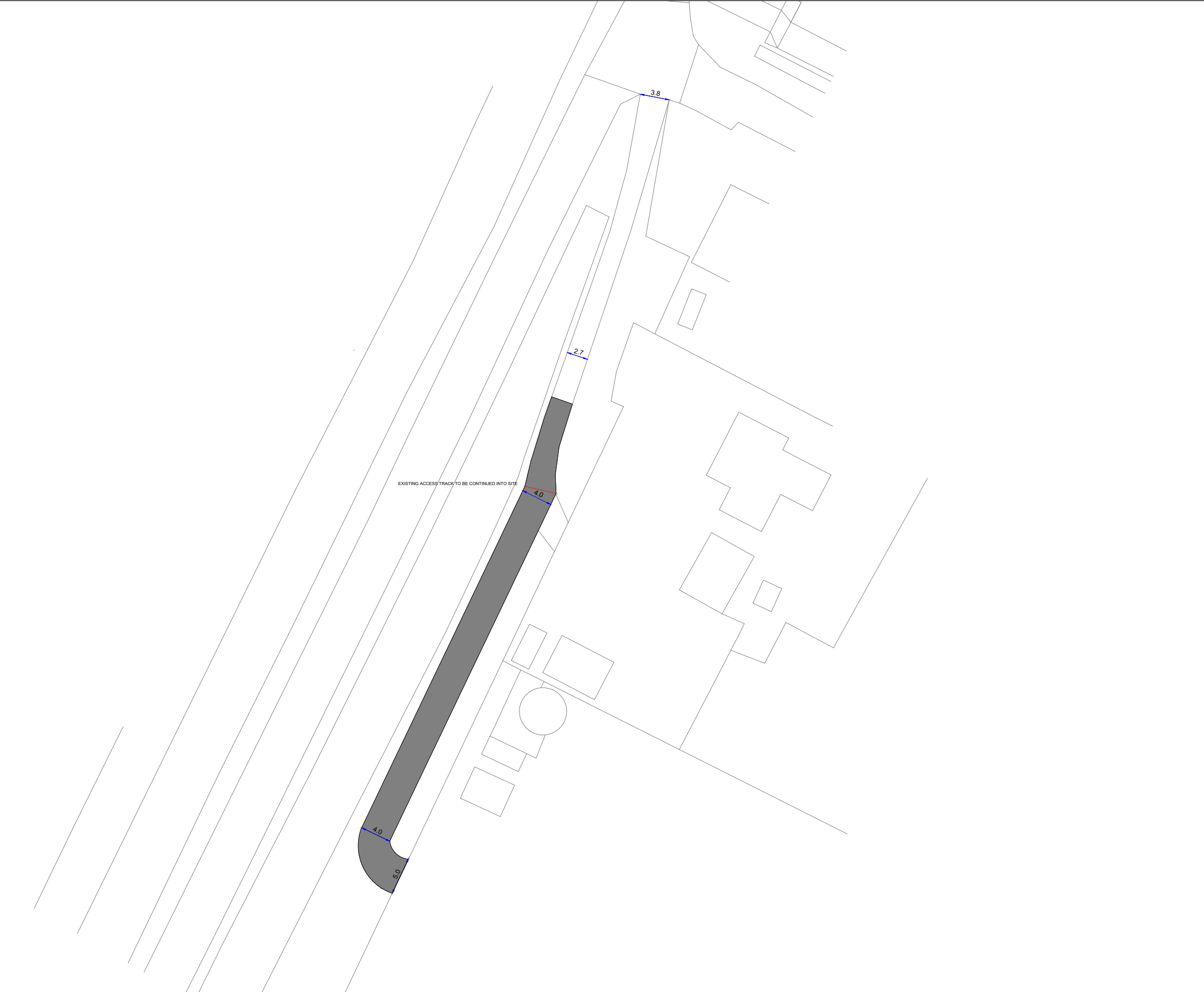
4. VEHICLE TRIP GENERATION

- 4.1 The site was formerly used for horticultural purposes by a fruit trial company, operations ceased in September 2019. This use resulted in minimal vehicle movements during the traditional highway AM and PM peak hours (08:00-09:00 and 17:00-18:00), with the total daily vehicle movements considered to be negligible. The current vehicle movement will remain as per the existing situation and regardless of the extended track, and these vehicle movements are currently operating on the local highway network within the vicinity of the site.
- 4.2 Therefore, the proposals are not anticipated to have a detrimental effect to the existing safety or operation of the local highway network.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Access Technical Note has been prepared by Paul Basham Associates to support a prior approval application to realign an existing access track to support existing agricultural access. The site is located on the land southwest of Chalk Lane, within Sutton Bridge, Spalding.
- 5.2 This Access Technical Note demonstrates that the proposed alterations to the existing track would be suitable to support the existing agricultural vehicle movements into the site. No additional vehicle movements are anticipated as a result of the proposed development and therefore the planning application is not anticipated to result in any impact on the local highway network.

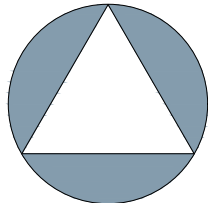
Appendix A



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NORTH

PRELIMINARY

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Project Name CHALK LANE, SUTTON BRIDGE, SPALDING
Project Phase PRELIMINARY

Title PROPOSED GENERAL ACCESS ARRANGEMENT WITH GEOMETRIES

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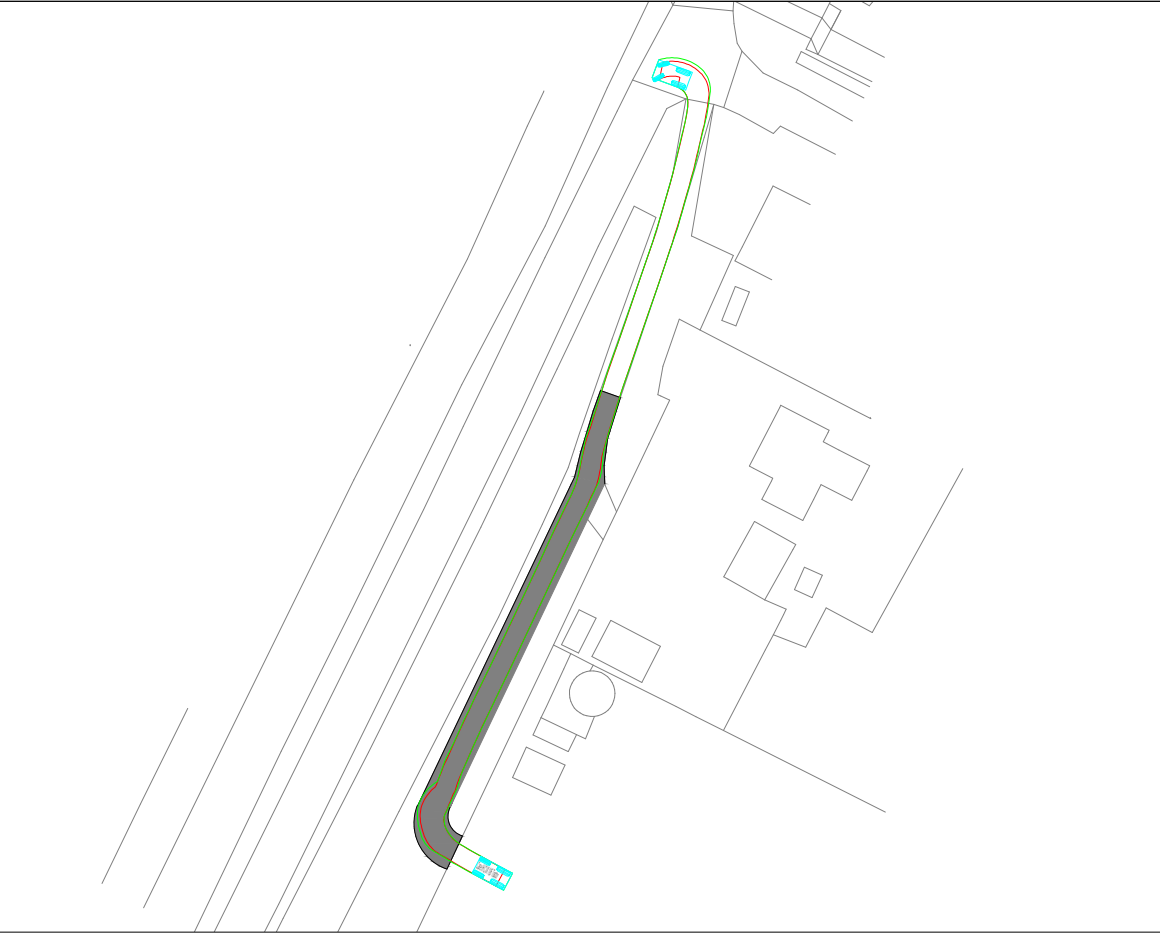
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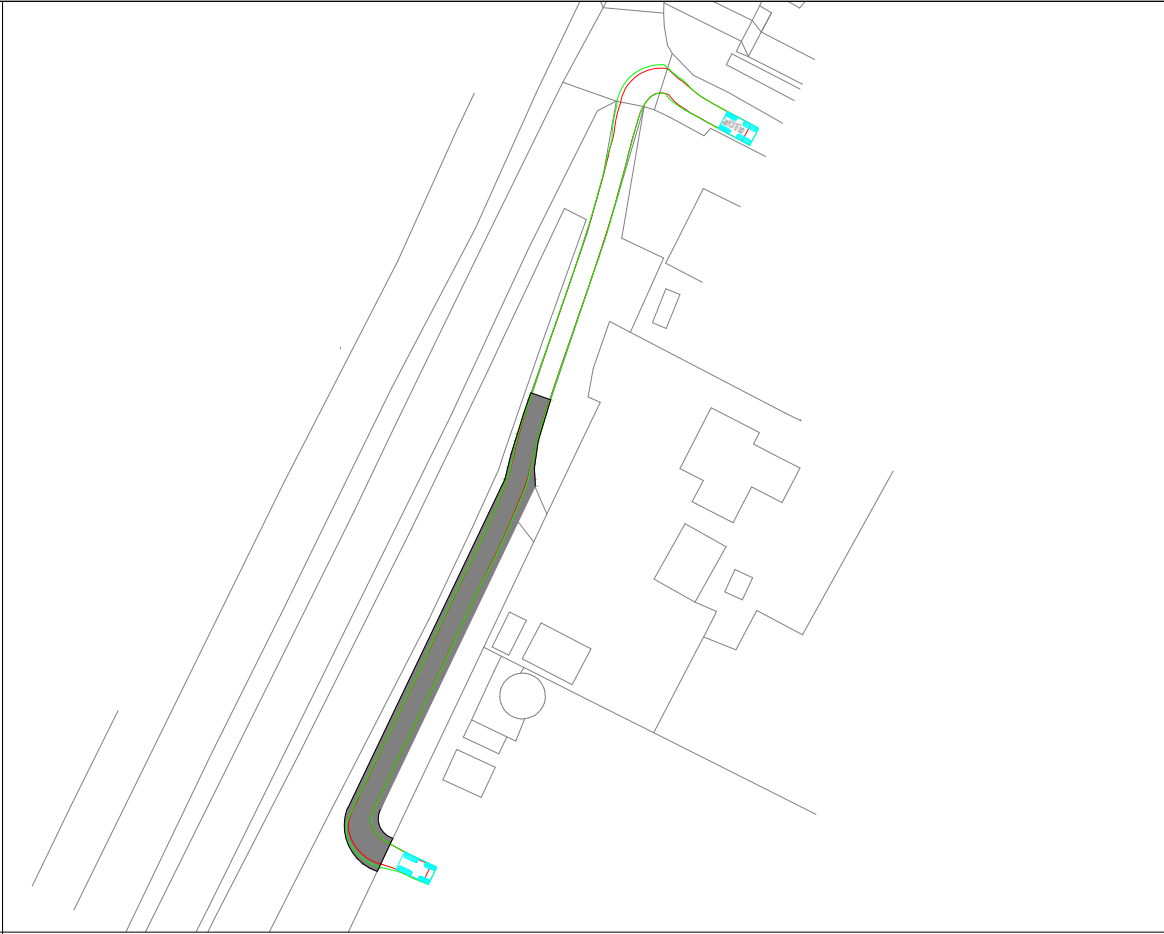
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Appendix B



TRACTOR TURNING RIGHT OUT AND NAVIGATING ALONG THE PROPOSED ACCESS ARRANGEMENT (1:1000)



TRACTOR TURNING LEFT IN AND NAVIGATING ALONG THE PROPOSED ACCESS ARRANGEMENT (1:1000)



LAND ROVER + HORSEBOX TURNING OUT AND NAVIGATING ALONG THE PROPOSED ACCESS ARRANGEMENT (1:1250)



LAND ROVER + HORSEBOX TURNING IN AND NAVIGATING ALONG THE PROPOSED ACCESS ARRANGEMENT (1:1250)

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NORTH

VEHICLE TRACKING:

Case IH CVX 195 Tractor
Overall Length 4.766m
Overall Width 2.550m
Overall Body Height 3.125m
Min Body Ground Clearance 0.588m
Max Track Width 2.520m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 5.400m

Land Rover 130 (HCPU) + Ifor Williams HB510XL Horsebox
Overall Length 10.950m
Overall Width 2.300m
Overall Body Height 2.820m
Min Body Ground Clearance 0.164m
Max Track Width 2.266m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Project Name CHALK LANE, SUTTON BRIDGE, SPALDING Project Phase PRELIMINARY	Title TRACTOR AND LANDROVER +HORSEBOX SWEPT PATH ANALYSIS	 Paul Basham Associates Ltd Vision Park, Compass House, Chivers Way, Histon, Cambridge, CB24 9AD 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT
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