Persimmon Homes

High Road, Weston

Transport Assessment

May 2020
(Revised October 2020)

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1.0 INTRODUCTION AND BACKGROUND INFORMATION

1.1 Bancroft Consulting were appointed by Persimmon Homes to provide highways and transportation advice in respect of a full application for a residential development of up to 150 dwellings on land to the north of High Road in Weston, Lincolnshire. The site forms part of the proposed allocated site 'Wsn003 – Land north of High Road' within the adopted South East Lincolnshire Local Plan (2011 to 2036). This allocation is for up to 135 dwellings based on a site area of 6.11 hectares, however it is understood that the site is suitable in accommodating up to 150 dwellings, which this Transport Assessment will consider. The general site location is demonstrated within **Figure 1**, whilst a more detailed location plan can be found within **Figure 2**.

1.2 This Transport Assessment follows a Scoping Note report, which examined the baseline conditions in respect of proposals to develop up to 150 dwellings at the site. This Scoping Note was submitted to the Highway Authority (Lincolnshire County Council) by email on 10 March 2020. The report identified the potential peak hour traffic generation associated with the proposed development and assigned these movements to the surrounding highway network in accordance with a specific distribution model to determine where further assessment could be required. The Scoping Note also identified how the site could be served by a single priority-controlled T-junction from High Road. Relevant extracts from the Scoping Note are contained at **Appendix A**.

1.3 Initial comments were received from LCC on the Scoping Note on 30 March 2020. A copy of LCC's email is included at **Appendix B**, whilst its comments are provided below for ease of reference.

> *"The text of the Scoping Note for this development is fine – to some extent your clients are pushing at an open door with this site.*
>
> *I circulated the included drawing of the proposals for dealing with the existing Ghost Island Right-turn Lane on High Road serving Wimberly Close to a number of colleagues for comments. I have had some comments back but we have not yet collectively reached a conclusion on what would be the*

best way of dealing with this detail.

To keep the ball rolling, do you want to proceed with the Scoping Note as it is but with a note that the High Road junction will need to be subject to further detailed discussions with the Highway Authority?"

1.4 In light of the above, LCC has confirmed that all aspects of the Scoping Note are acceptable, including the trip rates, distribution model and the study area for further detailed assessment and agreed that the Transport Assessment should be progressed as per the recommendations of this report. However, LCC will look to provide further information on the proposed access arrangement and the existing ghost island right turn lane serving the Wimberley Close junction at a later stage.

1.5 Following receipt of the above comments, further pre-application correspondence was exchanged with LCC to establish the Council's parking requirements and obtain further details on the proposed access strategy. A response was received from LCC on 17 April 2020 (see **Appendix C**), confirming that the off-street parking provisions should meet the requirements set out in the South East Lincolnshire Local Plan. With regard to access, LCC stated the following:

With regards the Transport Assessment, I am happy for the narrative to provide a commitment to working with the highway authority to agree a suitable design for the markings and street furniture on High Road at the site entrance, rather than having to provide a prescriptive drawing at this stage.

1.6 The purpose of this Transport Assessment is to provide further detailed assessment of the various highways and transportation issues that have been identified. It considers the off-site impact of the proposed development traffic increases in terms of both capacity and highway safety and identifies a suitable parking provision and servicing strategy. In addition, this report also provides more detailed consideration of opportunities for access by non-car modes and whether any specific improvements are required in this respect.

1.7 In order to inform the Scoping Note, and subsequently this Transport Assessment, a site visit was undertaken on 2 March 2020 between 0800 and 1230 hours. The purpose of the visit was to review the surrounding highway layout, taking detailed measurements and photographs to assist with preparing this report. During the site visit a link count survey was undertaken on High Road during the morning peak hour between 0800 and 0900 hours and a manual speed survey was then conducted at the site frontage on High Road between 0900 and 1145 hours.

1.8 This Transport Assessment report is structured as follows:

- **Section 2** provides a review of relevant local and national planning policy and design guidance.
- **Section 3** outlines the existing conditions in terms of the local highway network, Local Plan sites and road safety records.
- **Section 4** provides a detailed review of existing pedestrian, cycle and public transport infrastructure.
- **Section 5** outlines the development proposals.
- **Section 6** describes the traffic generation, distribution and assignment calculations which were presented as part of the Scoping Note.
- **Section 7** details the preliminary site access arrangement (subject to further negotiations with LCC) and considers internal highway considerations such as parking and servicing.
- **Section 8** considers the off-site impact of the proposed development in terms of capacity and safety.
- **Section 9** discusses opportunities for residents of the new development to travel by sustainable modes.
- **Section 10** provides a summary and conclusions.

2.0 POLICY CONTEXT AND RELEVANT GUIDANCE

2.1 National Policy

2.1.1 The overarching national Government policy requirements are contained within the National Planning Policy Framework [NPPF] (MHCLG, Revised June 2019). In respect of planning obligations, Paragraph 56 of the NPPF states how contributions should only be sought where they meet all of the following tests:

"a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development."

2.1.2 The NPPF places heavy emphasis on the importance of sustainability, where Paragraph 103 sets out that:

'The planning system should actively manage patterns of growth in support of these objectives. 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. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making'.

2.1.3 Paragraph 108 of the NPPF goes on to set out key criteria that development sites should establish. It states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and
c) 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."

2.1.4 Paragraph 109 of the NPPF states:

"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."

2.1.5 Based on the above guidance, developments should only be refused where the residual cumulative transport impacts can be defined as 'severe', or if the traffic increases would cause an unacceptable impact on highway safety.

2.1.6 Paragraph 110 of the NPPF goes on to set out a list of preferred criteria for applications for development. It recommends that priority is given to pedestrian and cycle movements and minimising the scope for conflict between pedestrians, cyclists and vehicles.

2.1.7 Paragraph 111 of the NPPF provides a summary of the above policies and outlines the level of detail that should be provided as part of any application, in relation to highways and transportation. It sets out the following requirements:

"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."

2.1.8 The NPPF is supported by a range of associated Planning Practice Guidance (PPG) documentation. This includes advice on 'Transport evidence bases in plan making and decision taking' (updated March 2015), which provides guidance to assist local planning authorities assess strategic transport needs and identify suitable mitigation within Local Plans. The PPG documentation also includes 'Travel Plans, transport assessments and statements in decision-taking' (updated March 2014). This document provides general advice on the scope of Transport Assessments and where they might be required, taking into account Paragraph 111 of the NPPF, although it does not include any specific prescriptive guidance for assessments (see below for further details).

2.2 South East Lincolnshire Local Plan (Adopted March 2019)

2.2.1 The South East Lincolnshire Local Plan has been produced by the South East Lincolnshire Joint Strategic Planning Committee (referred to as 'the Joint Committee) and comprises a partnership between Boston Borough, South Holland District and Lincolnshire County Council's. This Joint Local Plan seeks to guide development and the use of land across South East Lincolnshire between 1 April 2011 and 31 March 2036 and was formally adopted in March 2019. One of the roles of the Local Plan is to deal with the issues facing the area, including *"identifying those areas of land that need to be developed for new homes, shops, or employment uses in order to meet the area's needs".*

2.2.2 The site is allocated in the Local Plan as an area of housing (Wsn003 – Land north of High Road) amounting to 6.11 hectares. It is allocated for 135 dwellings, however the Local Plan confirms at Paragraph 5.3.9 that different scales of development may be acceptable depending on site specific circumstances, by stating:

> *"the housing allocations for each settlement identified by Policy 11 indicate the capacity of the sites shown on the Inset Maps. This is only a broad indication based upon 30 dwellings per hectare for sites within the Boston urban area and Spalding, and 20 dwellings per hectare for all the Main and Minor Service Centres. The settlement-specific Housing Papers will highlight those few sites where this assumed ratio of dwellings per hectare is different. The stated capacity is not necessarily a maximum or, in some cases, a minimum capacity that would be expected on each site; viability, design, constraints, and the most efficient use of land in delivering new homes should be the primary considerations in meeting housing needs."*

2.2.3 Section 2.6 of the Local Plan sets out the strategic priorities. It confirms that there are two 'Transport' related priorities, which are set out below:

> *"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."

"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."

2.3 Assessment and Design Guidance

2.3.1 The structure of this Transport Assessment follows the guidance within Lincolnshire County Council's 'Highway & Lead Local Flood Authority – Lincolnshire Development Roads and Sustainable Drainage Design Approach' document. Section 4 provides details on 'Assessing Transport Requirements' stating at Paragraph 4.1:

"LCC will review development proposals in accordance with National Planning Policy Guidance. Developments which generate significant amounts of movements should be supported by a Transport Assessment.

- *Opportunities for sustainable modes should be taken up;*
- *Safe and suitable access for all should be achieved; and*
- *The residual cumulative impact of the development should not be severe"*

2.3.2 The above quote follows the policy requirements of Paragraph 108 of the NPPF and this report seeks to provide the information to demonstrate how the proposed development meets the requirements of the three sub-bullet points. Table 4.1 of the Lincolnshire Development Roads and Sustainable Drainage Approach document then goes on to set out the required contents of a Transport Assessment.

2.3.3 This Transport Assessment also considers current best practice advice contained in the document 'Manual for Streets' [MfS] (DfT, March 2007) and its companion document 'Manual for Streets 2 – Wider Application of the Principles' [MfS2] (CIHT, September 2010). Due regard has also been given to the relevant sections of the Design Manual for Roads and Bridges (DMRB).

3.0 EXISTING CONDITIONS

3.1 Site Location and Surrounding Area

3.1.1 **Figure 2** shows the location of the site to the north of High Road in Weston, Lincolnshire. It currently comprises a square shaped parcel of land with an area of approximately 6.11 hectares that is used for agricultural purposes. The site is bound by further agricultural land to the north and west, agricultural land and Pinfold Lane to the east and High Road to the south. Further afield, Spalding is located approximately 3 kilometres to the west, whilst Holbeach is located approximately 6 kilometres to the east.

3.1.2 The site is currently served by an informal farm access via Pinfold Lane at the site's eastern boundary. The access comprises a dropped kerb at the western edge of Pinfold Lane where there is a gap within the verge.

3.2 Background Information

3.2.1 Since preparing the Scoping Note it has been established that there is planning history at the site, with it being the subject of an outline planning application in 2016 for the erection of 57 residential dwellings (application ref: H22-0101-16). The application was not supported by any detailed Transport Assessment/Statement and presumably therefore not expected to generate any significant traffic increases. However, Drawing No. AJD/1035/16/00A contains the approved layout which showed how the site received consent for two points of access from High Road comprising a 7 metres wide carriageway with 1.5 metres wide footway at both sides. The application subsequently received outline planning permission on 23 July 2018 and a copy of the Decision Notice and approved layout plan is included at **Appendix D**. The site has since been sold to Persimmon Homes who are now seeking full planning permission for 150 dwellings at the site.

3.3 Local Highway Network

High Road

3.3.1 High Road is subject to a 30mph speed limit and extends in an east to west direction past the southern boundary of the site. The carriageway measures approximately 10.5 metres wide at the site frontage and features a single lane in each direction, along with a right turn lane into Wimberley Close, located opposite the site at the southern edge of High Road. The right turn lane provides a taper to both the east and west, where the carriageway narrows to a width of approximately 7.5 metres. The carriageway is bound by a 1.5 metres wide footway and 3.5 metres wide verge along its northern edge (site frontage) and a 1.8 metres wide footway at its southern edge. High Road acts as a bus route and provides bus stops on both sides of the carriageway across the site frontage. The majority of the development in Weston is located to the south of High Road.

3.3.2 High Road does not provide any parking restrictions, however during the site visit no vehicles were seen parked at the edge of the carriageway. It does provide street lighting at regular intervals along both sides of the carriageway in the vicinity of the site.

3.3.3 A link count survey was undertaken during the site visit on 2 March 2020 between 0800 and 0900 hours. The survey recorded all vehicles travelling in each direction along High Road past the site frontage. The raw survey data is included at **Appendix E**, whilst a summary of the two-way traffic flows along High Road is provided below for the morning peak hour:

- Eastbound = 39 movements.
- Westbound = 80 movements.

3.3.4 In addition, a manual speed survey was undertaken on High Road between 0900 and 1145 hours, when the weather conditions were fine and dry. The surveyor was positioned at the northern edge of the carriageway approximately 15 metres to the west of the Wimberley Close junction. The survey recorded a total of 200 vehicle speeds comprising 100 readings in both the eastbound and westbound

directions. The full speed survey results are included at **Appendix F**, whilst a summary is provided below:

	Mean	**85$^{\%ile}$**
eastbound	30.49mph	35.37mph
westbound	30.67mph	35.41mph

3.3.5 To the east of the site frontage, High Road extends for approximately 650 metres along the northern edge of Weston where it forms a staggered crossroads junction with the A151 (Weston Bypass) and Stone Gate. High Road and Stone Gate form the minor arms of the junction and comprise large bellmouth junctions with central refuges within the mouth of the junction. Both junctions comprise a single lane in each direction, however the entry lanes provide a significant flare which allows two vehicles to wait side by side at the junction. The A151 forms the major arm of the junction and features a single through lane in each direction with right turn lanes into both High Road and Stone Gate.

3.3.6 High Road extends to the west for approximately 950 metres, where it forms a roundabout with the A151. Along this section, High Road serves a number of residential streets, frontage housing and also Baytree Nurseries which is located to the east of the A151/High Road roundabout. Baytree Nurseries is a large garden centre, which also offers a range of other services including a wildlife centre, pet shop, outdoor furniture sales, children's play area and indoor/outdoor dining. This development is served by a mini roundabout junction from High Road.

A151

3.3.7 The A151/High Road junction comprises a 3-arm roundabout. The A151 forms the northern and western arms of the junction (with the northern arm being the start of the Bypass which extends around the northern edge of Weston). The roundabout has an approximate 45 metres Inscribed Circle Diameter (ICD) and all three arms provide two lanes on approach to the roundabout.

3.3.8 High Road was formerly the main A151 until 2001 when the bypass was constructed around Weston and High Road was removed of its A-road status. The Department for Transport's 'Traffic Count' website provides street level traffic data for every junction to junction link on the A road and motorway network in Great Britain, which includes a counter on the A151. The data shows annual average daily traffic (AADT) flows from 2000 to 2018 confirming that in 2018 the new bypass accommodated 13,754 two-way vehicles AADT (of which 1166 [8.5%] occurred during the peak hour periods). In 2000 (when High Road was the main A151) High Road carried circa 12,469 two-way vehicles AADT. The link count survey undertaken on 2 March 2020 recorded 119 two-way movements on High Road during the morning peak hour, suggesting High Road accommodates approximately 1400 movements AADT. It is therefore evident that the majority of traffic now diverts along the new bypass away from Weston. **Appendix G** includes a copy of the data.

A16

3.3.9 The A151 extends for a further 1.7 kilometres to the west from the roundabout with High Road where it forms another roundabout with the A16. This junction comprises a 4-arm roundabout with an approximate 65 metres ICD. The A151 forms the eastern and western arms of the junction, whilst the A16 forms the northern and southern arms of the junction. All four arms provide two lanes on approach to the roundabout.

3.3.10 The Department for Transport's Traffic Count website also includes a counter on the A16 directly north of the A16/A151 roundabout. **Appendix H** includes a copy of the data which confirms that the A16 carried 20,319 two-way movements AADT in 2018. Unfortunately, the latest hourly data available is from 2015, which confirms that during the morning peak hour the A16 accommodated 1437 two-way movements (equating to 7% of peak hour movements). This comprised an even split in northbound and southbound movements.

3.4 Personal Injury Accident Data

3.4.1 The Planning Practice Guidance [PPG] includes the online document 'Travel Plans, Transport Assessments and Statements in decision-taking' (updated March 2014), which provides general advice on the scope of Transport Assessments. This document states consideration should be given to *"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."*

3.4.2 In light of the above information, an assessment of Personal Injury Accident (PIA) records for the local area has been undertaken to identify any existing highway safety issues that could be exacerbated by any increase in movements associated with the proposed development.

3.4.3 As discussed above and set out in the Scoping Note, only a review of the latest 3-year period is necessary for the purposes of this Transport Assessment, unless there is a significant accident problem within that period, then this should be extended to a 5-year period. Hence, PIA records were obtained from LCC for the most recently available 5-year period (31 December 2014 to 31 December 2019) a copy of which is contained at **Appendix I**.

3.4.4 **Figures 3** and **4** show the locations of all recorded PIAs across the study area. The study area includes the extent of High Road and Holbeach Road between the A16/A151 roundabout to the west and the A151/High Road/Stone Gate junction to the east.

3.4.5 The locations of the accidents were examined in further detail to identify any junctions or specific areas/links where three or more accidents occurred during the study period, which could potentially suggest an ongoing highway safety problem. The following accident clusters are presented in the following figures, and a summary of the details of each accident cluster is provided in the tables below:

- **Figure 3:**
  - Cluster A – A151/High Road/Stone Gate priority-controlled junction.
  - Cluster B – A151/High Road roundabout.
- **Figure 4:**
  - Cluster C – A151 link (2.1 kilometres west of site).
  - Cluster D – A151/Access to service station priority-controlled junction.
  - Cluster E – A16/A151 roundabout.

3.4.6 Before reviewing the accident clusters in detail, the table below indicates the number of accidents that have occurred each year, to establish whether the number of accidents is relatively consistent year by year or whether there has been a peak in the number of accidents during a particular period. This would help to establish whether any abnormal activities occurred at a certain time that may have triggered a higher number of incidents that normal.

Number of accidents by year and severity

Accident Severity	Year				
	2015	2016	2017	2018	2019
Slight	10	8	5	1	4
Serious	2	2	0	3	1
Fatal	0	1	0	0	0
Total	**12**	**11**	**5**	**4**	**5**

3.4.7 The above figures show that there was a spike in the number of accidents in 2015 and 2016. During the last 3 years, the number of accidents has significantly reduced, with between 4 and 5 incidents being recorded annually across the entire study area. There was, however, a slight increase in the number of serious related accidents in 2018 but overall, the data suggests that highway safety has improved in recent years. Nevertheless, a review of any accident clusters identified within the study area has been carried out below.

Cluster A – A151/High Road/Stone Gate Junction

Accident Number	Day/ Date	Time	Weather/Road Surface	Severity	Description
Point 1 (150009100)	18.02.15	0700	Fine/dry	Slight	V2 was travelling E along A151 and collided with V1 which was turning right from Stone Gate onto the A151.
Point 2 (150011746)	04.03.15	1400	Fine/dry	Slight	V1 has turned onto the A151 and collided with V2 travelling along the A151 which has then collided with V3.
Point 7 (160381591)	23.11.16	0104	Fine/wet	Serious	V1 has been followed by Police due to suspicion of drink driving. V1 swerved and loses control resulting in collision with a telegraph pole.

3.4.8 The above information confirms that of the three recorded accidents, two were a result of a turning manoeuvre, whilst the third was through loss of control by a suspected drink driver. However, there has not been a single recorded accident at this junction over the last 3 years. On this basis, it is considered that there are no on-going highway safety problems and no further assessment will be undertaken at this location.

Cluster B – A151/High Road Roundabout

Accident Number	Day/ Date	Time	Road Surface/Weather	Severity	Description
Point 4 (150098914)	25.09.15	1755	Fine/dry	Slight	V1, V2 and V3 were all stationary in a queue and have decided to turn around. V3 and V2 have braked resulting in V1 going into the back of V2 who in turn has collided with the back of V3.

Point 5 (160051757)	13.03.16	0220	Fog/wet	Slight	V1 was travelling straight ahead over the roundabout and clipped the curb, flipping the car onto its roof. Driver Breath Test results were positive.
Point 8 (170156807)	15.04.17	0745	Fine/dry	Slight	V1 was driving in excess of the speed limit and lost control resulting in a collision with a lamp post on the roundabout island.
Point 9 (180192421)	28.04.18	1700	Fine/wet	Serious	V1 has been driving around a right-hand bend and has mounted the pavement to the nearside. It has collided with a lamp post and then veered onto the opposite side of the road and collided head on with V2.
Point 10 (190624813)	21.11.19	1925	Fine/wet	Slight	V1 (motorcycle) has entered the roundabout and slipped on the wet road surface causing the driver to fall off the motorcycle.

3.4.9 The above information shows that of the five recorded accidents, a single incident was due to a rear end shunt, whilst four were due to loss of control. However, when looking at the loss of control accidents in more detail one was a result of a drink driver, one involved a speeding motorist and a third involved a motorcyclist during wet weather conditions. In addition, over the latest 3-year period there have only been 3 recorded accidents at the junction. Overall, a single accident per year at a busy roundabout junction, with no common factors causing the incidents, suggests there are no on-going highway safety problems and hence no further assessment will be undertaken at this location.

Cluster C – A151 link (2.1 kilometres west of site)

Accident Number	Day/ Date	Time	Weather/Road Surface	Severity	Description
Point 15 (150054629)	29.06.15	1700	Fine/dry	Slight	V2 has stopped in traffic on bend of the road. V1 has continued around the bend and collided with rear of V2.
Point 18 (150104327)	05.10.15	1600	Fine/dry	Slight	V1 was driving along A151 towards Holbeach Road travelling around bend. V2 (Agricultural Vehicle) came out of field from offside. V1 mounted kerb to avoid V2.
Point 19 (160004049)	09.01.16	0311	Fine/wet (no streetlights)	Fatal	V1 is travelling on A151 in westbound direction and has left the carriageway to the nearside and collided with a tree causing death of the driver.
Point 22 (160068965)	29.03.16	2234	Fine/wet	Slight	V1 failed to negotiate offside bend, resulting in V1 leaving carriageway and colliding with a tree.
Point 24 (160260883)	02.09.16	0800	Rain/wet	Slight	V1 has lost control of the vehicle and ended up in a ditch.

3.4.10 The above information shows that of the five recorded accidents at this junction, a single incident was due to a turning manoeuvre from a private road, whilst the other four accidents were either because of rear end shunts or loss of control. This includes a single fatal accident (Point 19), where the driver lost control of the vehicle and collided with a tree. Whilst highly regrettable, this incident occurred during wet weather conditions and hours of darkness at 0311 hours. The remaining four accidents were all classified as slight, a further two of which also occurred during wet weather conditions. Whilst this section of the network includes a bend in the carriageway with limited forward visibility, it does feature chevron signage and solid white line centre of carriageway markings to help

control vehicle speeds and restrict overtaking through this section. It is unknown when this infrastructure was delivered, however there has not been a single recorded accident since September 2016 (over 3 years ago) and therefore it appears as though highway safety has improved at this location. Hence, no further assessment should be necessary.

Cluster D – A151 (opposite accesses to services and Woodhouse Farm Lodge)

Accident Number	Day/ Date	Time	Weather/Road Surface	Severity	Description
Point 12 (150010417)	21.02.15	1551	Fine/dry	Slight	V1 was turning right from the access to the service station and collided with V2 travelling northeastbound along the A151.
Point 13 (150014476)	18.03.15	0732	Fog/wet	Slight	V1 was travelling behind V2 along the A151, V2 has braked whilst waiting for a vehicle to turn right. V1 has attempted to break but collided into the rear of V2.
Point 20 (160031418)	18.02.16	1334	Fine/dry	Slight	V1 was travelling along A151 unaware left indicator was on. V2 exited McDonalds junction assuming V1 was turning in. V1 then collided with V2.
Point 25 (160360268)	08.11.16	1715	Fine/dry	Slight	V1 has pulled out of McDonalds junction believing that V2 was indicating to turn into the junction. V1 has collided with the side of V2.
Point 26 (160396512)	02.12.16	1552	Fine/dry	Serious	V1 has turned right from the McDonalds junction into the path of V2 travelling southwestbound along the A151.

Point 28 (170176341)	28.04.17	1130	Fine/dry	Slight	V1 (pedal cycle) was travelling along A151. The rider was drunk and fell off the bicycle onto the pavement.
Point 34 (190164883)	01.04.19	1230	Fine/dry	Slight	V3 was held up on A151 waiting for a vehicle in front to turn into their driveway, V2 was then waiting behind V3 and V1 has travelled from behind and collided with the rear of V2.
Point 36 (190430938)	13.08.19	0855	Fine/dry	Slight	V1 and V2 were both travelling northeastbound along the A151. V2 has collided into the rear of V1.

3.4.11 The above details confirm that of the eight recorded accidents, three were caused through a rear end shunt on the A151, four were through turning manoevures at the McDonalds junction (albeit two drivers claimed that vehicles were mistakenly indicating to turn into the services), whilst a single accident was due to a cyclist losing control of the bicycle on the A151 (under the influence of alcohol). This section of the A151 provides good forward visibility and therefore the rear end shunt incidents are likely to be related to driver error when approaching the A16 roundabout. When noting that there has only be three recorded incidents over the last 3-years, which show no correlation in their causation, it is considered that there are no significant highway safety problems at this location and no further assessment will be undertaken.

Cluster E – A16/A151 Roundabout

Accident Number	Day/ Date	Time	Weather/Road Surface	Severity	Description
Point 10 (150002306)	12.01.15	0800	Fine/dry	Slight	V1 waiting at roundabout on A151 (W) arm giving way to traffic on the right. V2 has collided with the rear of V1.

Point 14 (150017949)	04.04.15	2200	Fine/dry	Slight	Driver of V1 was impaired by alcohol and misjudged entry to roundabout travelling along A151 eastbound. Resulting in V1 mounting roundabout.
Point 16 (150075440)	05.08.15	1345	Fine/dry	Slight	V1 was behind V2 travelling along A151 westbound. The Sat Nav within V1 has fallen from windscreen, and the driver has leant to pick it up colliding into the rear of V2.
Point 21 (160036179)	24.02.16	1532	Fine/dry	Slight	V2 was entering the roundabout from A151 westbound and then stopped in the roundabout. V1 has then collided with the rear of V2.
Point 29 (170387071)	08.09.17	1550	Fine/wet	Slight	V1 (learner driver) was travelling southbound on the A16 and has switched lanes on approach to the roundabout. V2 has then collided with the rear offside of V2.
Point 30 (170437931)	05.10.17	0800	Fine/dry	Slight	V2 travelling along A16 northbound waiting at roundabout when V1 collided with the rear of V2.
Point 31 (180170151)	16.04.18	0110	Fine/wet	Serious	V2 was travelling A151 eastbound with V1 (motorcycle) behind. V2 has braked upon approaching roundabout. V1 has attempted to break, clipped a cat's eye and lost control of the vehicle.

Point 32 (180219095)	14.05.18	0930	Fine/dry	Slight	V1, V2 and V3 were travelling along A16 northbound towards roundabout. V2 and V3 are static in a line of traffic, V1 has collided with the rear of V2 causing it to collide with V3.
Point 35 (190242382)	12.05.19	1555	Fine/dry	Slight	V1 (motorcycle) and V2 have entered to roundabout from A16 southbound. Both vehicles were in the wrong lanes and when attempting to change lanes they have collided with each other at low speeds, resulting in V1 falling off the motorcycle.

3.4.12 The above information shows of the nine recorded accidents, two occurred on the A16 (N) arm, two occurred on the A16 (S) arm, two occurred on the A151 (E) arm, whilst three occurred on the A151 (W) arm. Six of the accidents were due to rear end shunts as vehicles approached the roundabout and collided with the back of vehicles queueing at the give way line (or decelerating on approach). Two of the accidents were a result of vehicles changing lanes prior to the roundabout and a third was due to human error (under the influence of alcohol). As such, there is no specific arm of the junction where a trend of accidents has formed. Furthermore, over the last 3 years there have only been five recorded accidents. Therefore, it is considered that there are no on-going highway safety issues at this junction and hence no further assessment will be undertaken.

3.5 Local Plan Developments

3.5.1 The Scoping Note identified the following committed development for inclusion within this Transport Assessment. The location of these sites is shown at **Figure 2** in relation to the proposed development site.

- ‘Wsn022 – Land east of Small Drove’ (60 residential dwellings)
- ‘Wsn029 – Land off High Road’ (57 residential dwellings)

3.5.2 Inspection of South Holland District Council's planning portal confirms that a planning application at site allocation Wsn022 was submitted in 2016 for 60 residential dwellings (application ref: H22-0202-16). The application was supported by a Transport Statement, which focussed on opportunities for sustainable travel and parking. The report contained no information on traffic generation or distribution patterns. Nevertheless, it appears as though the Highway Authority was content with the level of detail submitted as the application was granted planning permission on 21 August 2017. **Appendix J** includes a copy of the Decision Notice and relevant extracts from the Transport Statement.

3.5.3 South Holland District Council's planning portal was also interrogated for information on site allocation Wsn029. However, it appears as though an application has not been submitted at this site and therefore no highways related details were available. However, given it is allocated for a smaller scale of development to site Wsn022, it is considered that the Highway Authority would not be seeking any significant detailed assessment in terms of traffic impacts. In light of the fact that the Transport Statement supporting site allocation Wsn022 contains no details on traffic generation, no further assessment of these Local Plan sites will be undertaken.

4.0 EXISTING SUSTAINABLE TRAVEL INFRASTRUCTURE

4.1 Pedestrian Travel

4.1.1 Table 3.2 of The Institute of Highways & Transportation's publication 'Guidelines for Providing for Journeys on Foot' (2000) is summarised below:

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

4.1.2 **Figure 5** shows 800 metres and 2 kilometres isochrones from a central point of the site, given that these are the preferred maximum distances for shopping and commuting / school trips. This illustrates that the whole of Weston and the western part of Moulton are within a comfortable walking distance. This area contains a range of facilities and amenities including Weston St Mary's Church of England Primary School, Weston Village Hall, Weston Village Store & Post Office, St Mary's Church, The Chequers of Weston Public House, Baytree Garden Centre, Baytree Owl and Wildlife Centre and Fun Farm Spalding. It also includes a number of local employment opportunities at Lansen Nurseries and at the industrial park located adjacent to Stone Gate at the north of Weston.

4.1.3 In terms of infrastructure. High Road provides footways along both sides of the carriageway which extend to both the east and west of the site. However, there are no formal crossing opportunities along High Road in the vicinity of the site and the closest pedestrian crossing is located 280 metres east of the site close to The Chequers Public House, comprising a kerb build out with dropped kerbs and tactile paving. To the south of the site in the main part of Weston, the residential roads all provide footways of adequate widths along both sides with suitable dropped kerb crossings at junctions with side roads.

4.2 Cycle Travel

4.2.1 With reference to acceptable cycling distances, Paragraph 1.5.1 of DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' states that:

> *"In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey."*

4.2.2 **Figure 6** shows a 5 kilometres cyclist catchment area centred on the site, which demonstrates how settlements including Weston, Spalding, Moulton, Pinchbeck and Whaplode are within a reasonable cycling distance. Spalding contains a large variety of employment opportunities within the Low Fulney and Wardentree Lane, West March Road & Enterprise Park industrial areas (which also includes the Johnson Community Hospital). The eastern side of Spalding also contains the Springfields Outlet Shopping & Leisure Centre, with further retail shops accessible within Spalding Town Centre, also within 5 kilometres of the site. Moulton and Whaplode contain further local facilities such as schools and convenience stores.

4.2.3 There are no designated cycleways in the immediate vicinity of the site and cyclists are required to utilise the surrounding highway network. However, the link count survey undertaken on 2 March 2020 confirms that High Road is lightly trafficked, and the topography of the road is generally of a flat or gentle gradient. At the point where High Road meets the A151 at the roundabout to the west of the site, dedicated off-road infrastructure is provided in the form of a shared footway/cycleway. This extends directly into Spalding with suitable crossing points provided at the both the A151/High Road and A16/A151 roundabouts. To the east, the A151 provides a segregated footway/cycleway along its southern edge which connects Weston to Moulton and Whaplode.

4.3 Bus Travel

4.3.1 **Figure 7** shows the location of the closest pair of bus stops on High Road at the site frontage and the direction that the bus routes take in the local area, whilst **Table 1** contains a summary of the bus timetables. Both stops comprise a flag and pole arrangement with timetable information and raised boarding kerbing.

4.3.2 These stops are served by Route Numbers 505 and S36S. Route Number 505 is a public bus service that travels between Kings Lynn and Spalding, with stops in between at Weston, Whaplode, Holbeach, Sutton Bridge, Terrington and South Lynn. It operates at a frequency of two services per hour between Monday and Saturday, with one service every 2 hours on Sundays. Route Number S36S is a school bus service that operates between Holbeach and Deeping St James, whilst also stopping at Weston and Spalding. It provides a morning and afternoon service in line with school opening and closing times.

5.0 DEVELOPMENT PROPOSALS

5.1 The application seeks full planning permission for the erection of 150 residential dwellings at the site. **Appendix K** contains the latest site masterplan, which shows the layout of the site and the following schedule of accommodation:

- 8no. 1-bedroom dwellings.
- 34no. 2-bedroom dwellings.
- 82no. 3-bedroom dwellings.
- 26no. 4-bedroom dwellings.

5.2 The proposed development would be served by a single point of access from High Road, with the existing access from Pinfold Lane being stopped up. The access would be located between the existing Broad Gate and Wimberley Close junctions at the southern edge of High Road (to avoid a crossroads arrangement being formed). The access layout also involves reconfiguring the existing road markings along High Road and specifically removing the existing ghost island right turn lane into Wimberley Close and providing a single through lane in each direction. Further details on the access strategy are outlined in Section 7.

5.3 The proposed access location would impact upon the existing bus stop at the northern edge of High Road, which would therefore be relocated west of the junction within an area of new footway. A pedestrian refuge island crossing would also be provided on High Road to the east of the access junction to facilitate crossing movements to the southern edge of High Road and into Weston.

6.0 TRAFFIC GENERATION, DISTRIBUTION AND ASSIGNMENT

6.1 Proposed Development Traffic Generation

6.1.1 The Scoping Note at **Appendix A** contains full details of the approach taken in identifying suitable traffic generation figures associated with the proposed development. LCC's scoping response dated 30 March 2020 (see **Appendix B**) confirmed that the Transport Assessment should follow the recommendations in the Scoping Note and hence an agreement on the trip rates has been made. Using these rates, the proposed development of 150 dwellings is expected to generate the following peak hour and daily traffic movements (**Table 2** contains the full daily traffic generation profile):

- morning peak 20 arrive 74 depart 94 total
- evening peak 58 arrive 20 depart 78 total
- daily 393 arrive 404 depart 797 total

6.1.2 Section 2 of this report identifies that the site has outline planning permission for 57 dwellings and therefore an element of activity has already been approved by the Highway Authority at the site. Using the agreed trip rates, the consented development of 57 dwellings could generate the following peak hour and daily traffic movements (**Table 3** contains the full daily traffic generation profile):

- morning peak 7 arrive 28 depart 35 total
- evening peak 22 arrive 7 depart 29 total
- daily 148 arrive 153 depart 301 total

6.1.3 In light of the above, the proposed development would generate the net increase in traffic conditions compared to the established consent at the site (**Table 4** contains the full daily traffic generation profile):

- morning peak 13 arrive 46 depart 59 total
- evening peak 36 arrive 13 depart 49 total
- daily 245 arrive 251 depart 496 total

6.2 Distribution

6.2.1 The Scoping Note utilised Census 2011 'Location of usual residence and place of work by method of travel to work' dataset (WU03EW) to identify an appropriate traffic distribution model for the proposed development. The Census distribution model takes into account the usual place of work for residents of the South Holland 004 Middle Super Output Area (MSOA), who travel to work by car. All MSOA where less than 30 people worked were discounted, as these areas accounted for less than 1% of total journeys. The calculations confirmed that 72% of trips are made within the South Holland 004 MSOA itself and therefore the individual settlements were assessed individually to understand the direction of trips in the local area. (see extracts from Scoping Study in **Appendix A** for the calculations). **Figure 8** show the percentage distribution pattern for arrivals and departures at the site access, whilst a summary of the routes is provided below.

Route	Percentage Distribution
• High Road (W), A16 (N)	25%
• High Road (E), Spalding Gate (E)	4%
• High Road (W), A16 (S)	20%
• High Road (E), A151 (E)	26%
• High Road (W), A151 (W)	25%

6.2.2 As LCC confirmed that the Transport Assessment should be progressed in accordance with the conclusions of the Scoping Note, it is considered that the distribution model is acceptable.

6.3 Assignment

6.3.1 The proposed development morning and evening peak hour traffic generation was assigned to the surrounding highway network based on the values in the distribution model. The resulting peak hour traffic assignment (based on 150 dwellings) within the surrounding highway network is shown in **Figure 9** (retained

from Scoping Note).

6.3.2 The site already has consent for 57 dwellings and therefore any off-site impacts should consider the net change in conditions. **Figure 10** therefore shows the resulting peak hour traffic assignment from 93 dwellings (150 – 57 = 93). This confirms that the proposed development would generate the following net increase in movements at each of the below off-site junctions during the busier morning peak hour.

- Junction 1: Site Access junction = 94 two-way movements (based on total movements at **Table 2**).
- Junction 2: A151 / High Road roundabout = 41 two-way movements (based on the net increase in movements at **Table 4**).
- Junction 3: A151 / A16 roundabout = 41 two-way movements (based on the net increase in movements at **Table 4**).
- Junction 4: A151 / High Road / Stone Gate staggered crossroads junction = 18 two-way movements (based on the net increase in movements at **Table 4**).

6.3.3 Section 4.3 of the Scoping Note confirmed that Junctions 1, 2 and 3 should be included in the study area for further detailed assessment. However, since understanding that there is an established consent at the site, it is considered that the net change in traffic conditions should not warrant any detailed junction capacity assessments. Hence, rather than completing detailed junction models using the necessary junction software packages, a desktop study into the impact of the proposed development at Junctions 1, 2 and 3 will be undertaken, in light of current policy requirements outlined in Paragraphs 108 and 109 of the NPPF. These details are contained at Section 8 of this Transport Assessment.

7.0 DEVELOPMENT SITE HIGHWAY CONSIDERATIONS

7.1 Site Access

7.1.1 As outlined in Section 3, the proposed development would be served by a single priority-controlled T-junction from the northern edge of High Road. As part of the pre-application enquiry, LCC stated:

> *With regards the Transport Assessment, I am happy for the narrative to provide a commitment to working with the highway authority to agree a suitable design for the markings and street furniture on High Road at the site entrance, rather than having to provide a prescriptive drawing at this stage.*

7.1.2 The comments from LCC focus on how the proposals will reconfigure the existing road markings along High Road, rather than with the access point itself. Therefore, it is considered that the principle of a single point of access has been agreed with the Highway Authority. The location and arrangement of the proposed site access reflects the access that was approved as part of the outline planning application for 57 dwellings in 2016. Whilst further comments will be received from LCC on the final access strategy, the below details set out the design of the access as currently proposed.

7.1.3 The Scoping Note at **Appendix A** included Drawing Number F20010/01 Revision B which proposed a simple T-junction from High Road. Since this time, the access arrangement has been progressed slightly and the proposed layout is shown at **Drawing Number F20010/04 Revision A**. The access location and arrangement has remained the same, however the layout seeks to minimise the changes to the existing road markings and provide additional central hatching to remove the existing right turn lane into Wimberley Close. The road markings provide small waiting areas for right turners into the various side roads. As High Road is not a Trunk Road and accommodates a much lower volume of traffic following the opening of the bypass, it is considered more suitable to provide smaller waiting areas rather than a full right turn lane with, excessive taper lengths that were previously based on deceleration rates, as per DMRB

standards. This option would continue to propose 3.5 metres wide through lane widths, which is suitable in accommodating vehicles and cyclists in accordance with Page 36 of 'Traffic Calming Techniques' (IHT, January 2005), which states *"Where speeds are around 30mph, a minimum lane width of 3.25m is recommended (see TAL 1/97. Ref. 34). This is the minimum dimension for cars to safely overtake cyclists".*

7.1.4 **Drawing Number F20010/04 Revision A** proposes a pedestrian refuge island on High Road to the east of the access. The refuge island would be 2.5 metres in width to accommodate cyclists as well as pedestrians. To help control vehicle speeds past the site frontage, the carriageway would be presented with '30mph' and 'SLOW' markings with coloured surface treatment approximately 70 metres to the west and a bollard would be provided at the end of the existing taper to the west of the access. The location of the proposed site access would conflict with an existing bus stop and therefore the proposals involve relocating the eastbound bus stop further west and widening the footway to 3 metres at this location.

7.1.5 Visibility splays of 55 metres to the east and 54 metres to the west (calculated from the results of a manual speed survey and outlined in the Scoping Note at **Appendix A**) are demonstrated from the proposed site access at **Drawing Number F20010/04 Revision A**. No concerns were raised by LCC on the visibility splay distances within its scoping responses and therefore this is considered to be agreed.

7.1.6 To test whether the proposed access layout is suitable in accommodating the largest vehicle types that would typically visit the site a swept path assessment has been undertaken. **Drawing Number F20010/02 Revision B** shows how the local refuse collection vehicle (largest vehicle expected to visit the site on a regular basis) could satisfactorily turn left in and out of the alternative access layout, without conflicting with the proposed pedestrian refuge island crossing on High Road.

7.2 Parking Requirements

7.2.1 LCC's adopted local parking standards are contained within Appendix 6 of the South East Lincolnshire Local Plan. It states the following for sites adopting C3 (houses and flats) land use:

"within the curtilage:

- *2 spaces for dwellings with up to 3 bedrooms.*
- *3 spaces for dwellings with up to 4 bedrooms.*

A garage can count as one space if it is 2.6m x 5.6m internal width, with an additional 1m at the end to park cycles.

Where it can be justified by the character and location of the site the standards may be relaxed for one bedroom dwellings, including flats to one garage or parking space per unit and 1 additional space per 3 units for visitors."

7.2.2 The proposed development comprises the erection of 150 dwellings. A copy of the schedule of accommodation is included at **Appendix K**, which shows the size of each house type by the number of bedrooms. Cumulatively, the proposed development will provide the following breakdown in dwelling sizes:

- 8no. 1-bedroom dwellings.
- 34no. 2-bedroom dwellings.
- 82no. 3-bedroom dwellings.
- 26no. 4-bedroom dwellings.

7.2.3 **Appendix K** shows how all 150 plots would be provided with a minimum of two parking spaces on driveways in close proximity to the dwelling they serve (with the exception of the 8 'Aster' plots, which are one bedroom dwellings with one parking space each within a courtyard). In addition, the 'Delamere', 'Sherwood', 'Charnwood', 'Burnham', 'Greenwood', 'Marston', 'Whiteleaf' and 'Kielder' properties are all provided with either a detached or integral garage with minimum dimensions of 2.6 x 5.6 metres which act as a third parking space (this includes all 4-bedroom dwellings). The single 'Enerdale' property (4 bedroom) is

provided with 3 driveway parking spaces.

7.2.4 The current provision of parking therefore meets the requirements set out in the Local Plan. Whilst the 8 one-bedroom dwellings are provided with a single space each, the Local Plan accepts this where the character and location of the site supports this. The details within Section 4 of this report confirm that the site is within a sustainable location with good access to local services in walking distance. There is also suitable infrastructure in place to connect cyclists to nearby settlements including Spalding which contains a range of employment and retail uses. Finally, the existing bus services that travel along High Road operate at a frequency of 2 services per hour during the peak periods. On this basis, it is considered that residents would take up these sustainable modes of transport and this slight shortfall in parking for the smaller properties should be acceptable.

7.3 Servicing Requirements

7.3.1 The largest vehicle that would typically visit the proposed development on a regular basis would be a refuse collection vehicle. Paragraph 6.8.9 of MfS confirms that refuse workers should be able to travel to within 25 metres of each refuse collection bin storage area, whilst residents should not have to carry their waste further than 30 metres when leaving bins for collection.

7.3.2 **Appendix K** contains the latest site masterplan. Each property served by the adoptable road layout would leave their bins at the kerbside on collection day. All private driveways which are in excess of 25 metres from the adoptable road layout include a bin storage point that satisfies the above carrying distances. Hence, the layout of the proposed development should be suitable in achieving a satisfactory refuse collection strategy.

7.3.3 To test whether the internal layout is suitable in accommodating the local refuse collection vehicle, swept path assessments of the internal turning heads have been undertaken. **Drawing Number F20010/03 Revision B** shows how the local refuse collection vehicle could satisfactorily manoeuvre within the three proposed

turning heads to ensure that it could depart in a forward gear. The proposed site layout is therefore considered suitable in accommodating all vehicle types.

8.0 OFF-SITE IMPACT

8.1 Section 6 of this Transport Assessment calculated the potential traffic generation from the proposed development and assigned these movements to the network in accordance with the agreed distribution model contained in the Scoping Note (see **Appendix A**). Based on the net difference in traffic generation, the proposed development would result in the following increases in peak hour activity at the following three junctions:

- Junction 1: Site Access junction = 94 two-way movements (based on total movements at **Table 2**).
- Junction 2: A151 / High Road roundabout = 41 two-way movements (based on the net increase in movements at **Table 4**).
- Junction 3: A151 / A16 roundabout = 41 two-way movements (based on the net increase in movements at **Table 4**).

8.2 The following details will assess the suitability of the above three junctions in accommodating this additional traffic from both a capacity and highway safety perspective to see whether the impacts would comply with Paragraphs 108 and 109 of the NPPF.

Junction 1: Site Access Junction

8.3 The proposed site access comprises a simple priority-controlled T-junction from High Road. The link count survey undertaken on 2 March 2020 recorded a total of 119 two-way movements along High Road past the site frontage during the morning peak hour. This equates to approximately 2 vehicles per minute on the major arm. The traffic generation calculations above, suggest the proposed development could generate up to 94 two-way movements during the busier morning peak hour. This equates to approximately 2 vehicles every 3 minutes in either direction as a worst-case impact.

8.4 Figure 2.3.1 of DMRB CD 123 'Geometric design of at-grade priority and signal-controlled junctions' contains a graph detailing the type of priority junction that is suitable on single carriageway roads based on traffic flows on both the major and

minor arms. It confirms that simple T-junctions are generally suitable where the major road carries less than 13,000 two-way vehicles AADT (from which point a ghost island should be introduced). As High Road is predicted to accommodate up to 1700 movements AADT, it is considered that there would be ample capacity within the proposed access junction to accommodate the total volume of traffic flows and hence no further assessment should be required. This is also confirmed by LCC's pre-application correspondence outlined in the Scoping Note (see **Appendix A**), which confirmed that a simple T-junction would suffice to serve the proposed development.

Junction 2: A151/High Road Roundabout

8.5 **Figure 10** shows that the proposed development would generate a net increase of up to 41 two-way peak hour movements at the A151/High Road roundabout. This would comprise 32 movements heading westbound from High Road to the A151 and 9 movements in the opposite direction. This level of traffic equates to an additional movement every 2 minutes in the westbound direction and an additional movement every 6 minutes in the eastbound direction on average.

8.6 **Appendix G** contains baseline traffic flow data along the A151 (which would all have travelled though the A515/High Road junction), confirming that in 2018 it accommodated 13,754 two-way movements AADT with 1166 two-way movements during the morning peak hour. However, the above link flows do not reflect all movements through the junction, as it excludes all traffic travelling east to west from High Road to the A151 and vice-versa and hence the number of turning movements at the roundabout would be greater. Nevertheless, the proposed increase of 41 movements therefore equates to a maximum of 3.5% increase in traffic, which is a negligible impact and should not materially change the operation of the junction. Hence, it is considered that the proposed development would not lead to a *"severe residual cumulative impact"* and hence no further assessment should be necessary from a capacity perspective.

8.7 **Figure 3** shows that there have been 5 recorded PIAs at the A151/High Road junction over the latest 5-year period. However, when reducing this to 3-years,

there have only been 3 recorded accidents i.e. a single incident per year on average. The details of each accident confirm that the majority were due to a driver losing control of a vehicle. However, a number of the accidents occurred during wet weather conditions and hours of darkness rather than a design problem with the junction. In addition, a single accident occurred as a result of a driver being over the limit on alcohol. Overall, it is considered that the additional 41 movements generated by the proposed development should not cause an unacceptable impact highway safety and therefore the proposed development meets the requirements of Paragraph 109 of the NPPF. Hence, no further assessment on highway safety issues should be required at this junction.

Junction 3: A16/A151 Roundabout

8.8 **Figure 10** shows that the proposed development would generate a net increase of up to 41 two-way peak hour movements at the A16/A151 roundabout. This would comprise 32 movements entering the roundabout from the A151 (E) arm (of which 12 would turn right, 12 would go straight ahead and 9 would turn left), with a small number of movements arriving from the other three arms. Therefore, the proposed development would generate a single movement every 2 minutes on average on the worst-case arm, which would then disperse through the junction in different directions.

8.9 **Appendix H** contains baseline traffic flow data along the A16, which confirms that in 2018 it accommodated 20,319 two-way movements AADT with 1437 movements during the morning peak hour (based on 2015 flows). Again, the figure of 1437 peak hour flows reflects the link count and does not take into account all turning manoevures through the junction as it excludes any turning movements that do not arrive or depart from the A16(N) arm (e.g. left turn from A151 (W) or (E) arms, to the A16 (S) or vice-versa. Nevertheless, the proposed increase of 41 movements therefore equates to a maximum 2.9% increase in traffic, which is a negligible impact and should not cause a *"severe residual cumulative impact"* that triggers further assessment from a capacity perspective.

8.10 **Figure 4** shows that there have been nine recorded PIAs at the A16/A151 roundabout over the latest 5-year period. However, when looking at the details behind the causations of the incidents there appears to be no specific trends or patterns. The accidents also occurred at different arms and locations of the roundabout suggesting that there is no 'hot spot' location where there is a clear safety problem with the design. Overall, it is considered that the additional 41 movements generated by the proposed development should not cause an unacceptable impact on highway safety at the roundabout and therefore complies with the requirements of Paragraph 109 of the NPPF.

Summary

8.11 It is acknowledged that the Scoping Note recommended that the study area for further detailed capacity assessment included three junctions (1. Site access junction 2. A151/High Road roundabout and 3. A16/A151 roundabout). However, since this report was prepared it has been established that the site has outline planning permission for 57 dwellings and therefore a level of activity attached to it. Therefore, when considering the net difference in traffic conditions against baseline traffic flows at these junctions (i.e. less than a 3% impact), it is clear that the proposed development would not have a *"severe residual cumulative impact".* In addition, there appear to be no on-going highway safety problems at any of the three junctions and hence the proposed development is not expected to have a 'significant' or 'unacceptable' impact on highway safety. On this basis, it is considered that the proposed development meets the requirements of Paragraph 109 of the NPPF.

9.0 FUTURE OPPORTUNITIES FOR SUSTAINABLE TRAVEL

9.1 The key emphasis of the NPPF is on the need for all new developments to be sustainable. Part of this requirement for sustainability means providing good opportunities for travel to and from sites by non-car modes, as set out in Paragraphs 102, 103 and 110 of the NPPF in particular.

9.2 In light of the above requirements, the Census 2011 'Method of Travel to Work' dataset (QS701EW) from the Nomis National Statistics website was examined to initially identify a modal split for residents at the site travelling to work. This shows the following modal split for workers travelling from the Weston area:

- by underground, metro, light rail or tram 0.00%
- by train 1.08%
- by bus, minibus or coach 2.43%
- by taxi or minicab 0.27%
- by motorcycle / scooter / moped 1.62%
- by car / van (as driver) 81.89%
- by car / van (as passenger) 5.41%
- on bicycle 2.70%
- on foot 4.59%
- other method 0.00%

A copy of the output data from the website is contained at **Appendix L**.

9.3 To calculate the hourly amount of person trips by each mode, the following approach was adopted:

- 81.89% of car / van drivers is equal to 94 total car movements during busier peak hour (evening 0800 to 0900).
- 94 / 81.89 equals the number of person trips per percent, or 1.15.
- The morning peak hour person trips can therefore be calculated by multiplying the modal percentage for each category by 1.15.

9.4 Inspection of the traffic generation calculations for the proposed shown in **Table 2**, indicates how approximately 11.79% of the daily vehicle movements occur

within the morning peak hour. Using this as a guide, a conversion factor of 8.48 from peak hour to daily movements can be calculated (1 / 0.1179).

9.5 Using the above process, it was possible to calculate the person trip generation from the proposed development.

	peak hour	daily
• by underground, metro, light rail or tram	**0**	**0**
• by train	**1**	**11**
• by bus	**3**	**24**
• by taxi or minicab	**0**	**3**
• by motorcycle / scooter / moped	**2**	**16**
• by car / van (as driver)	**94**	**797**
• by car / van (as passenger)	**6**	**53**
• on bicycle	**3**	**26**
• on foot	**5**	**45**
• other method	**0**	**0**

Pedestrian Travel

9.6 The above calculations show that the proposed development would generate a daily increase of 45 pedestrian trips, including up to 5 peak hourly movements. It is anticipated that the vast majority of these trips would be to and from local facilities within Weston, such as the St Mary's Church of England Primary School or the Weston Village Store & Post Office.

9.7 **Appendix K** contains the latest site layout, which shows how the main adoptable road layout through the site would be bound by 1.8 metres wide footways along both sides (an increase from 1.5 metres previously approved as part of the 2016 application), which would connect to the existing infrastructure along High Road across the site frontage. At present, there is no pedestrian crossing opportunity in the vicinity of the site and hence **Drawing Number F20010/04 Revision A** shows how a 2.5 metres wide pedestrian refuge island crossing could be delivered within the central ladder markings on High Road to the east of the

proposed site access. This would connect pedestrians into the main residential areas of Weston and also to the local facilities and amenities outlined in Section 4.

9.8 **Figure 3** showing the location of all recorded PIAs along High Road over the latest 5-year period confirms that there is no pedestrian safety problem. There is likely to already be a pedestrian demand between Weston and the Baytree Garden Centre and Baytree Owl and Wildlife Centre, which would require a crossing movement at High Road for the majority of existing residents. Hence, it is considered that the proposed pedestrian infrastructure improvements should be acceptable and be beneficial to residents at the site and within the wider area of Weston.

Cycle Travel

9.9 The above calculations show that the proposed development could generate 26 daily cyclist movements including 3 peak hour movements. The traffic count survey undertaken on 2 March 2020 confirmed that High Street accommodated 119 two-way movements past the site frontage during the morning peak hour i.e. approximately 2 cars per minute on average. With this, and given the carriageway is relatively wide, it is expected that any additional cyclist movements should be accommodated on-street, particularly when noting that Paragraph 6.4 of MfS recommends that *"cyclists should generally be accommodated on the carriageway*". Further afield, the A151 provides a footway/cycleway along its southern edge which extends west into Spalding and east into Moulton. The junctions on the A151, including the roundabout with the A16 feature suitable crossing points to facilitate cyclist movements. Hence, no further improvements to the existing cycling infrastructure should be necessary.

9.10 **Figures 3** and 4 confirm that there has been a single cyclist accident across the entire study area over the latest 5-year period, which occurred on the A151 close to the access serving McDonalds. However, the details of the accident confirmed that it involved an isolated cyclist who fell off a bicycle as a result of being under the influence of alcohol. Hence, it is clear that there are no ongoing

cyclist problems and the existing infrastructure should be suitable in accommodating the increase in cyclist movements associated with the proposed development.

Bus Travel

9.11 In terms of bus journeys, the above calculations suggest that the proposed development could generate an increase of 24 daily and up to 3 peak hour bus passenger trips. It is assumed that the majority of these trips would make use of Route Number 505, as this is the only bus service available for the general public (with Route Number S36S being a school bus service).

9.12 The closest pair of bus stops are located across the site frontage on High Road and therefore well within a reasonable 400 metres walking distance of all future residents. The location of the proposed site access would impact upon the existing eastbound bus stop and therefore it has been relocated. **Drawing Number F20010/04 Revision A** shows how the bus stop would be located 10 metres west of the proposed site access. The footway at the bus stop location would be widened to 3 metres to provide a pedestrian waiting area and ensure a full width footway is retained for pedestrians walking along High Road.

9.13 The bus stops are served by a single public bus route (Route Number 505), which operates at a frequency of one service every 30 minutes between Monday and Saturday, with one service every 2 hours on Sundays. The frequency of the existing services should be acceptable and are above the typical desirable requirements of an hourly service in this location. In addition, the Highway Authority accepted the current bus service provision as part of the 57 dwelling scheme and the consented 60 dwelling scheme associated with site Wsn022. Hence, no further improvements other than those outlined at **Drawing Number F20010/04 Revision A** should be required.

9.14 The new bollard shown at **Drawing Number F20010/04 Revision A** would restrict eastbound travelling vehicles from overtaking a bus whilst it is parked. However, this should improve the safety of pedestrians crossing High Road at

the refuge island who would have restricted visibility in seeing an overtaking vehicle. As Route Number 505 operates at a frequency of one service every 30 minutes this minor impact should not cause any significant delays to drivers.

10.0 SUMMARY AND CONCLUSIONS

10.1 Bancroft Consulting were appointed by Persimmon Homes to provide highways and transportation advice in respect of a full application for a residential development of up to 150 dwellings on land to the north of High Road in Weston, Lincolnshire. The site forms part of the proposed allocated site 'Wsn003 – Land north of High Road' within the adopted South East Lincolnshire Local Plan (2011 to 2036).

10.2 This Transport Assessment follows a Scoping Note report (see **Appendix A**) that was produced in respect of the proposals and submitted to Lincolnshire County Council (LCC) on 10 March 2020. An initial response was received from LCC on the Scoping Note on 30 March 2020 confirming that all aspects are agreed and for the Transport Assessment to be progressed as per the recommendations of this report. However, LCC would look to provide further specific comments on the access layout at a later stage. Therefore, this Transport Assessment has been produced in line with the conclusions of the Scoping Note.

10.3 In light of the agreed trip rates, the proposed development of 150 dwellings would generate the following two-way peak hour and daily traffic movements:

- morning peak 20 arrive 74 depart 94 total
- evening peak 58 arrive 20 depart 78 total
- daily 393 arrive 404 depart 797 total

10.4 The site currently has outline planning permission for 57 dwellings (application ref: H22-0101-16). Therefore, the proposed development would generate the following net increase in traffic movements (based on an increase of 93 dwellings):

- morning peak 13 arrive 46 depart 59 total
- evening peak 36 arrive 13 depart 49 total
- daily 245 arrive 251 depart 496 total

10.5 Using the agreed distribution model within the Scoping Note, the proposed development would increase flows by less than 3% and generate less than one

vehicle per minute in either direction through any off-site junction. In addition, the PIA records confirm that there are no on-going highway safety issues across the study area and therefore the additional traffic should not cause any significant impacts on highway safety. Therefore, it is considered that the proposed net change in traffic conditions would not be *"severe"* and hence no further detailed assessment was considered necessary.

10.6 LCC has confirmed that a single point of access to serve the proposed development is suitable, however will provide further comments on the access strategy during the application process. However, at present **Drawing Number F20010/04 Revision A** shows the preliminary layout comprising a T-junction from the northern edge of High Road. It also shows how the existing road markings on High Road would be reconfigured by removing the existing ghost island right turn lane and providing a single through lane in each direction, with a short right turn waiting area into the site. Visibility splays commensurate with approaching vehicle speeds are also achievable at both sides.

10.7 The site is within a convenient location to access sustainable modes of travel. In terms of walking, Weston provides a range of local facilities that could be accessed via the existing infrastructure within the village and with the proposed improvements (on-site footway infrastructure/pedestrian refuge island crossing on High Road). With regards to cycling, the traffic volumes and width of the carriageway at High Road is suitable in accommodating cyclists. Outside of the immediate area, the A151 then provides a segregated footway/cycleway that extends into Spalding. Finally, all residents at the site would have access to a bus stop within 400 metres of the site, which is served by Route Number 505 that operates 7-days a week at a frequency of 2 services per hour Monday to Saturday, connecting the site to key settlements in Lincolnshire.

10.8 **Appendix K** contains the latest site layout showing all 150 plots. Each plot would be provided with a suitable provision of parking that meets the requirements of the South East Lincolnshire Local Plan.

10.9 In terms of refuse collection, the latest layout at **Appendix K** shows how all 150

plots would satisfy the maximum bin carrying distances (for both residents and refuse workers). **Drawing Numbers F20010/02 Revision B** and **F20010/03 Revision B** shows how the proposed site access and internal layout would also be suitable in accommodating the local refuse collection vehicle.

10.10 In conclusion, having due regard to Paragraphs 108 and 109 of the National Planning Policy Framework (MHCLG, Revised June 2020), this Transport Assessment clearly demonstrates that new residents would have opportunities to travel by sustainable modes, a safe and suitable access arrangement could be provided (subject to further negotiations with LCC), and that the development will have no significant or severe off-site impact (in terms of capacity or highway safety). It is therefore considered that the proposed development would comply with current planning policy and best practice design guidance. Hence, LCC as the Highway Authority, should be in a position to provide their support for the upcoming planning application.

Route No.	Operator	Details	Frequency				
			Weekdays			Saturday	Sunday
			AM peak period (0730-0930)	PM peak period (1600-1800)	off peak frequency		
505	Stagecoach East Midlands	Kings Lynn - Spalding	3 services	3 services	Every 30 mins	Every 30 mins (Between 0739 & 1911)	Every 2 hours
		Spalding - Kings Lynn	3 services	3 services	Every 30 mins	Every 30 mins (Between 0816 & 1951)	Every 2 hours
S36S	Langtoft Private Hire	Holbeach - Deeping St James	1 service (in line with school hours)	no service (buses in line with school hours)	no service	no service	no service
		Deeping St James - Holbeach	no service	no service (buses in line with school hours)	1 service	no service	no service

TABLE 1: SUMMARY OF LOCAL BUS SERVICES

Time Period	Trip Rates (per dwelling)		Traffic Generation (150 dwellings)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.141	0.384	21	58	79
08:00-09:00	0.131	0.495	20	74	94
09:00-10:00	0.192	0.162	29	24	53
10:00-11:00	0.131	0.212	20	32	52
11:00-12:00	0.232	0.162	35	24	59
12:00-13:00	0.162	0.172	24	26	50
13:00-14:00	0.242	0.273	36	41	77
14:00-15:00	0.152	0.182	23	27	50
15:00-16:00	0.232	0.192	35	29	64
16:00-17:00	0.303	0.152	45	23	68
17:00-18:00	0.384	0.131	58	20	78
18:00-19:00	0.313	0.172	47	26	73
Daily	**2.615**	**2.689**	**393**	**404**	**797**

TABLE 2: PROPOSED '150 DWELLINGS' DAILY TRAFFIC GENERATION PROFILE (WEEKDAY)

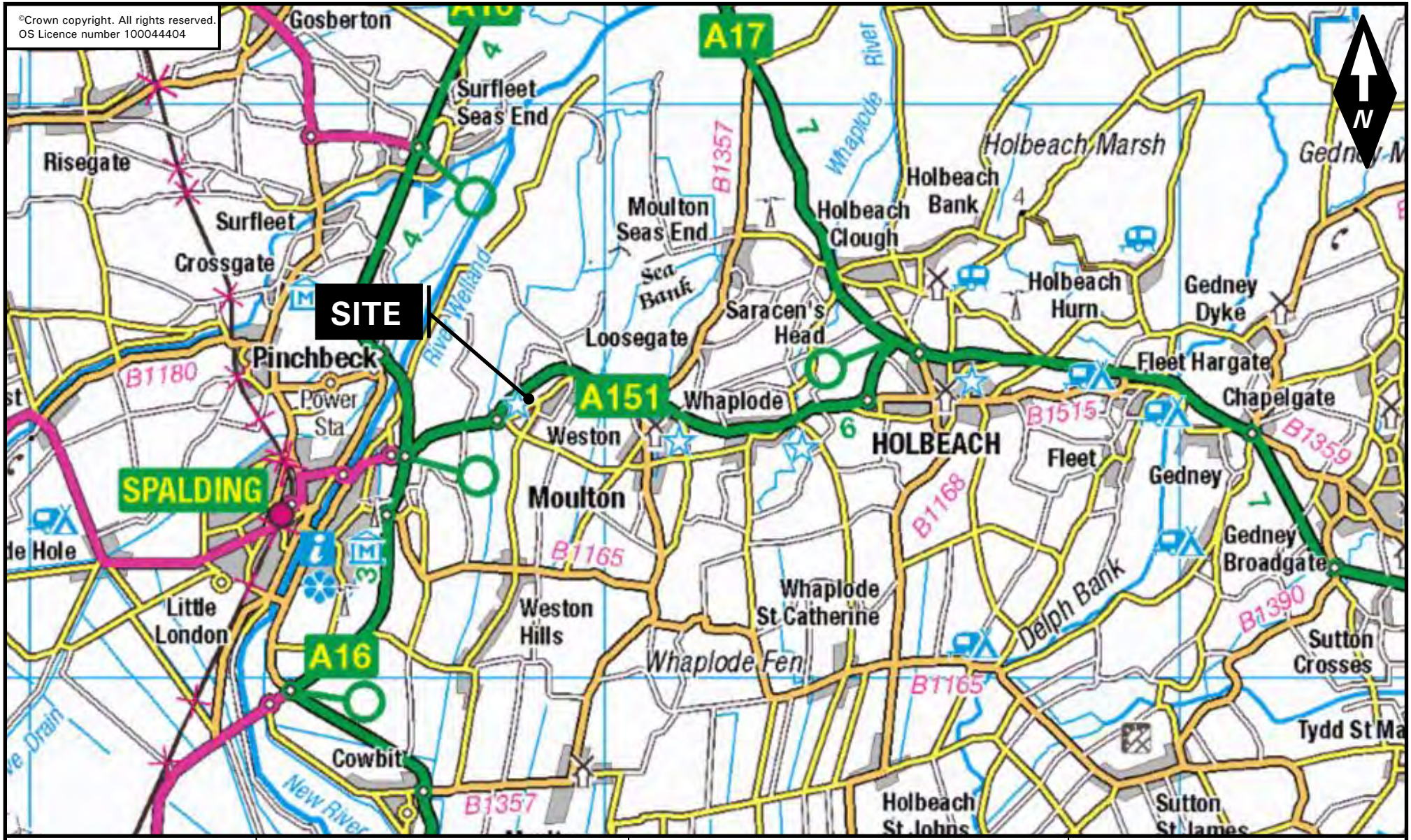
Time Period	Trip Rates (per dwelling)		Traffic Generation (57 dwellings)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.141	0.384	8	22	30
08:00-09:00	0.131	0.495	7	28	35
09:00-10:00	0.192	0.162	11	9	20
10:00-11:00	0.131	0.212	7	12	19
11:00-12:00	0.232	0.162	13	9	22
12:00-13:00	0.162	0.172	9	10	19
13:00-14:00	0.242	0.273	14	16	30
14:00-15:00	0.152	0.182	9	10	19
15:00-16:00	0.232	0.192	13	11	24
16:00-17:00	0.303	0.152	17	9	26
17:00-18:00	0.384	0.131	22	7	29
18:00-19:00	0.313	0.172	18	10	28
Daily	**2.615**	**2.689**	**148**	**153**	**301**

TABLE 3: CONSENTED '57 DWELLINGS' DAILY TRAFFIC GENERATION PROFILE (WEEKDAY)

Time Period	Proposed 150 Dwellings			Consented 57 Dwellings			Net Difference		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
07:00-08:00	21	58	79	8	22	30	13	36	49
08:00-09:00	20	74	94	7	28	35	13	46	59
09:00-10:00	29	24	53	11	9	20	18	15	33
10:00-11:00	20	32	52	7	12	19	13	20	33
11:00-12:00	35	24	59	13	9	22	22	15	37
12:00-13:00	24	26	50	9	10	19	15	16	31
13:00-14:00	36	41	77	14	16	30	22	25	47
14:00-15:00	23	27	50	9	10	19	14	17	31
15:00-16:00	35	29	64	13	11	24	22	18	40
16:00-17:00	45	23	68	17	9	26	28	14	42
17:00-18:00	58	20	78	22	7	29	36	13	49
18:00-19:00	47	26	73	18	10	28	29	16	45
Daily	**393**	**404**	**797**	**148**	**153**	**301**	**245**	**251**	**496**

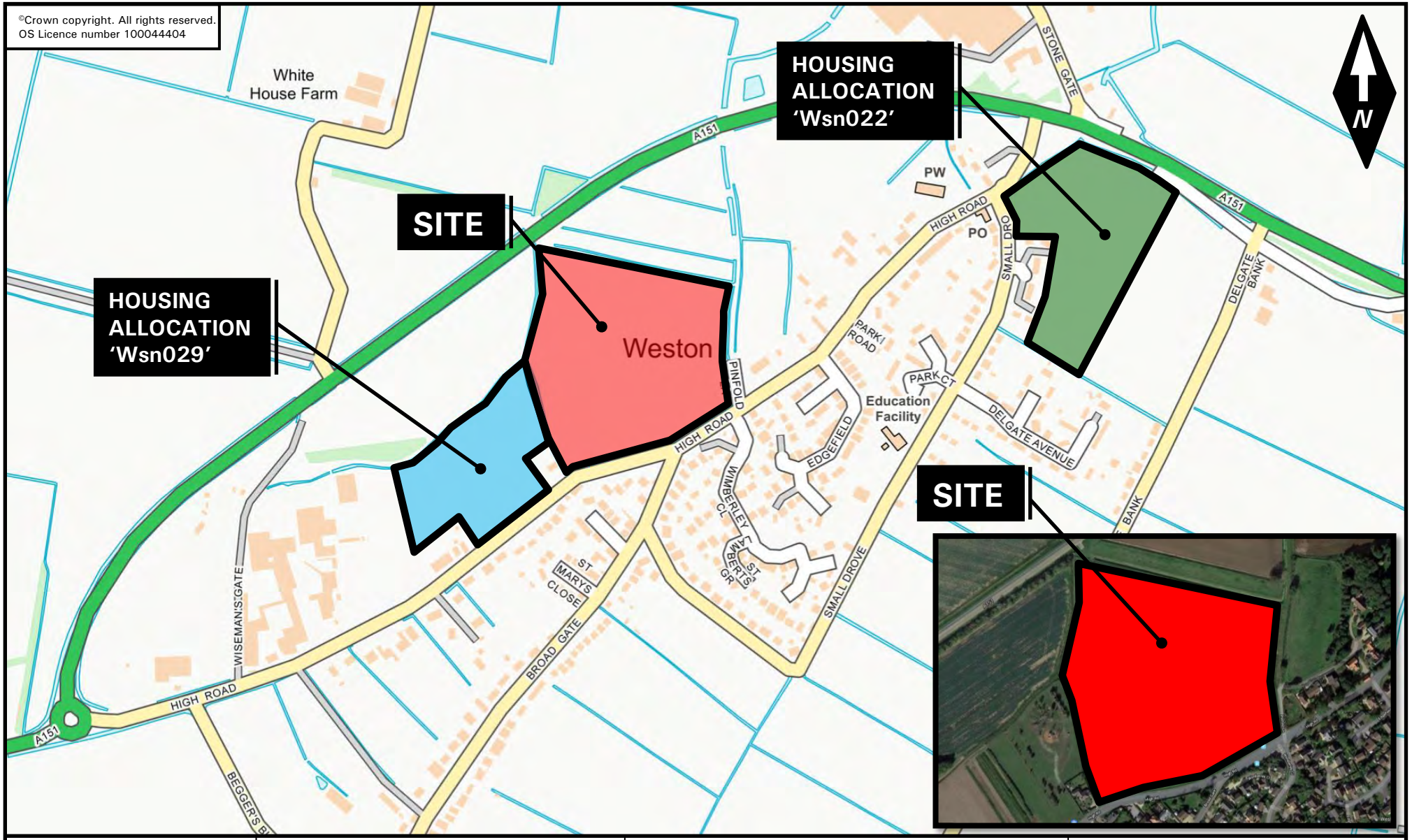
TABLE 4: NET DIFFERENCE IN DAILY TRAFFIC GENERATION PROFILE (WEEKDAY)

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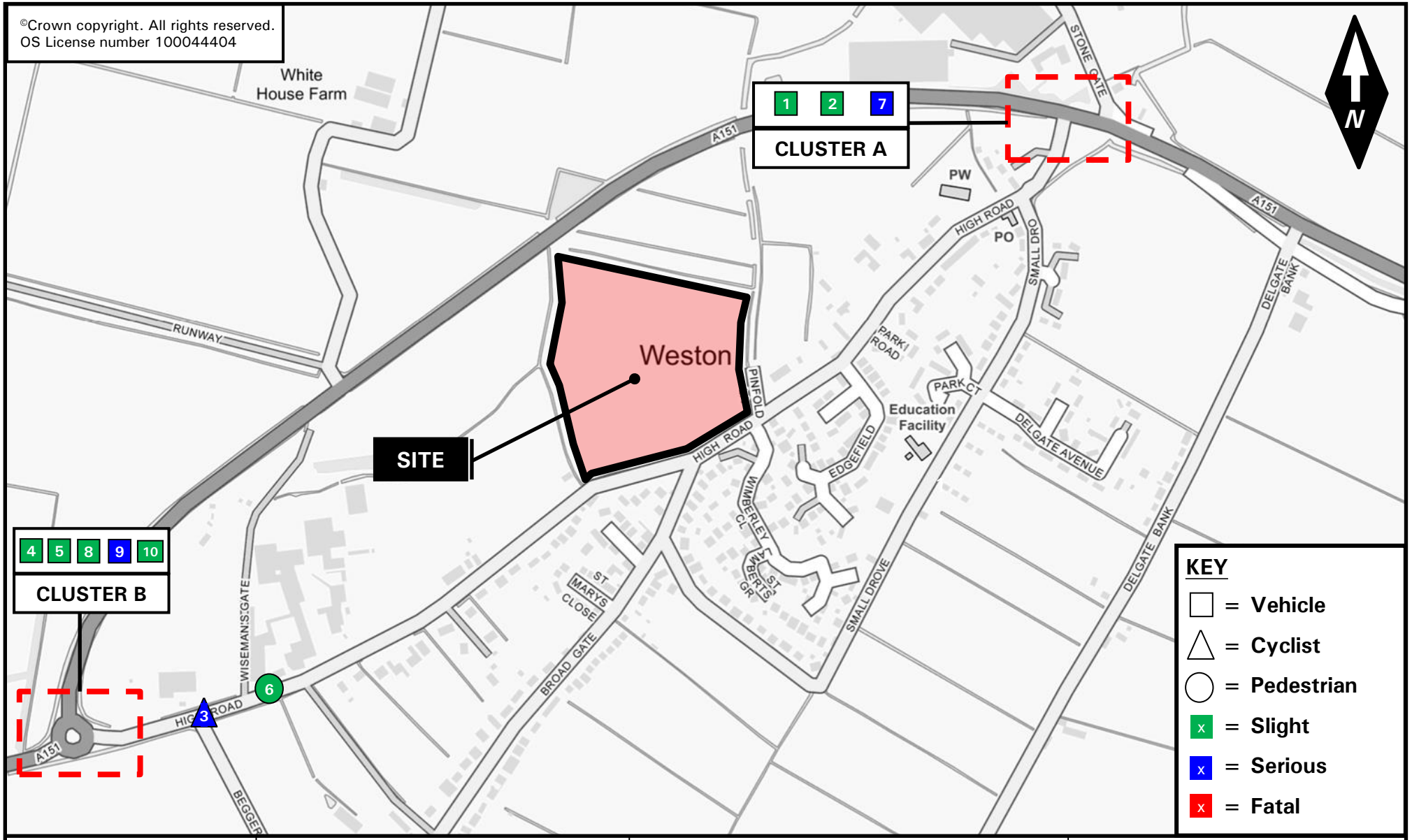
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DATE: 31.03.20			
DRAWN: CL	TITLE: GENERAL SITE LOCATION	JOB NUMBER: F20010	FIGURE: 1

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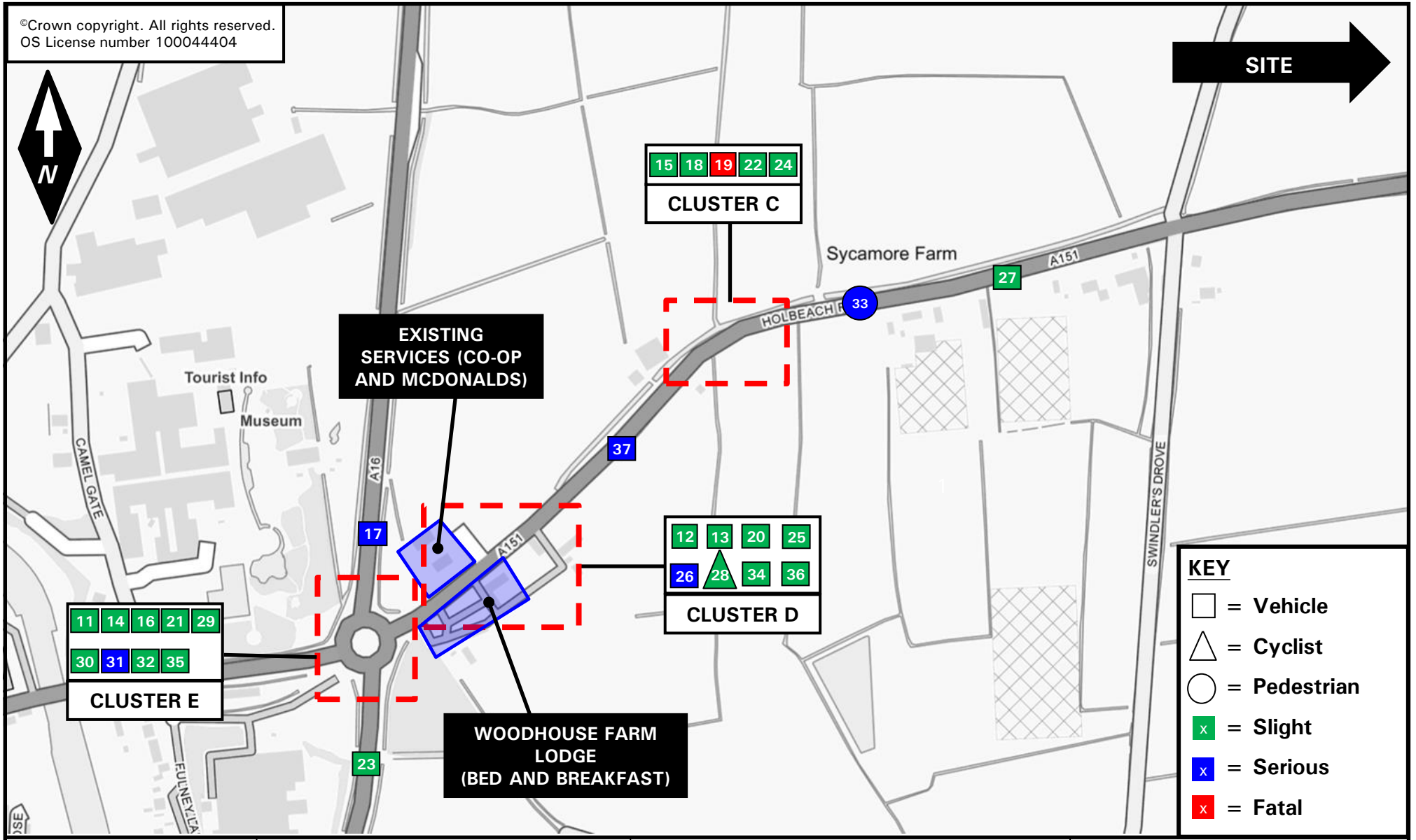
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DATE: 31.03.20	TITLE: DETAILED SITE LOCATION	JOB NUMBER: F20010	FIGURE: 2
DRAWN: CL			

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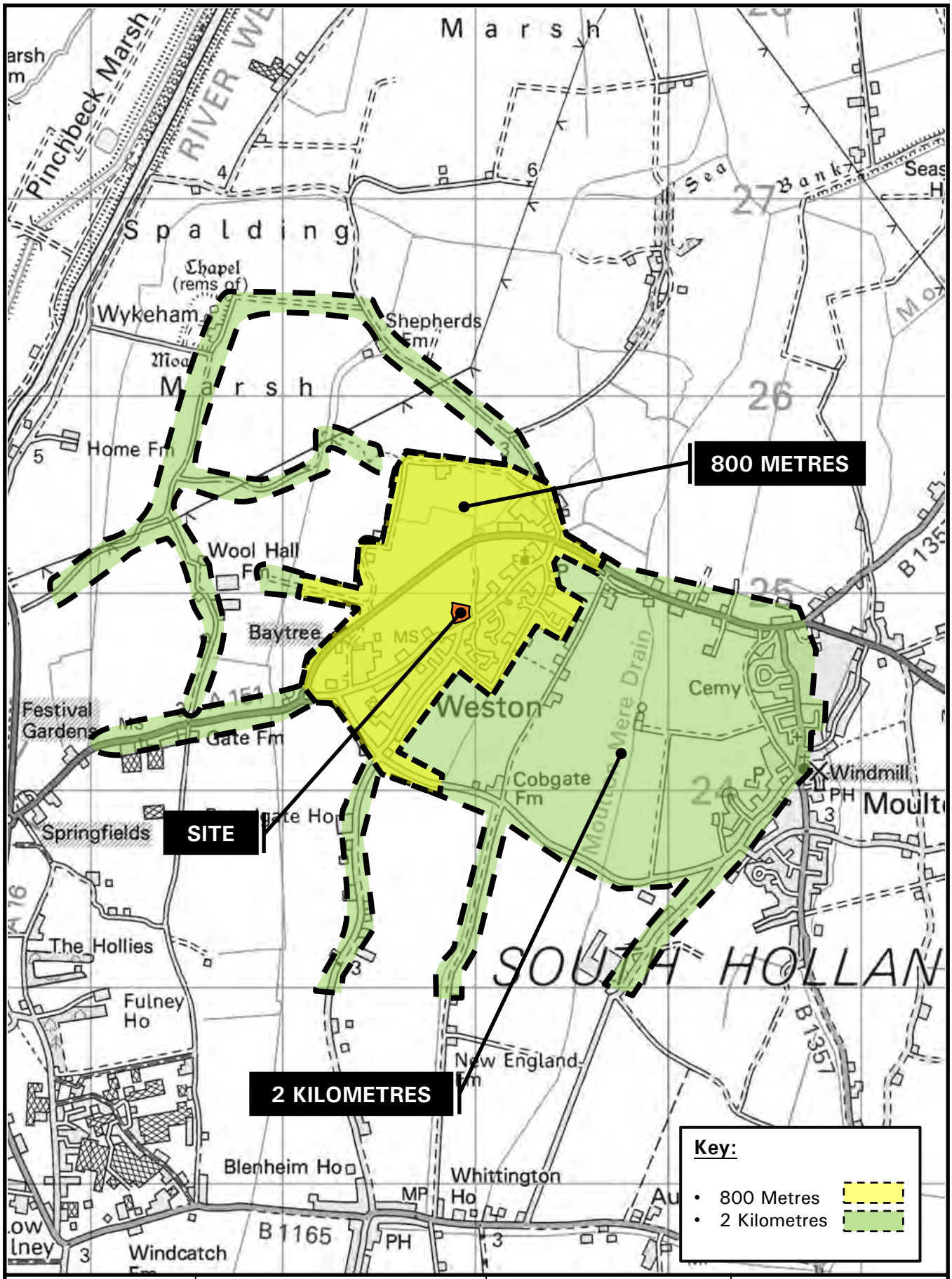


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DATE: 03.04.20			
DRAWN: WM	TITLE: PERSONAL INJURY ACCIDENT DATA – (CLUSTERS A AND B LOCATED ALONG HIGH ROAD)	JOB NUMBER: F20010	FIGURE: 3

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SCALE: Do Not Scale	CLIENT: PERSIMMON HOMES	JOB TITLE: HIGH ROAD, WESTON	BANCROFT CONSULTING
DATE: 03.04.20			
DRAWN: WM	TITLE: PERSONAL INJURY ACCIDENT DATA – (CLUSTERS C, D AND E LOCATED ALONG A151)	JOB NUMBER: F20010	FIGURE: 4

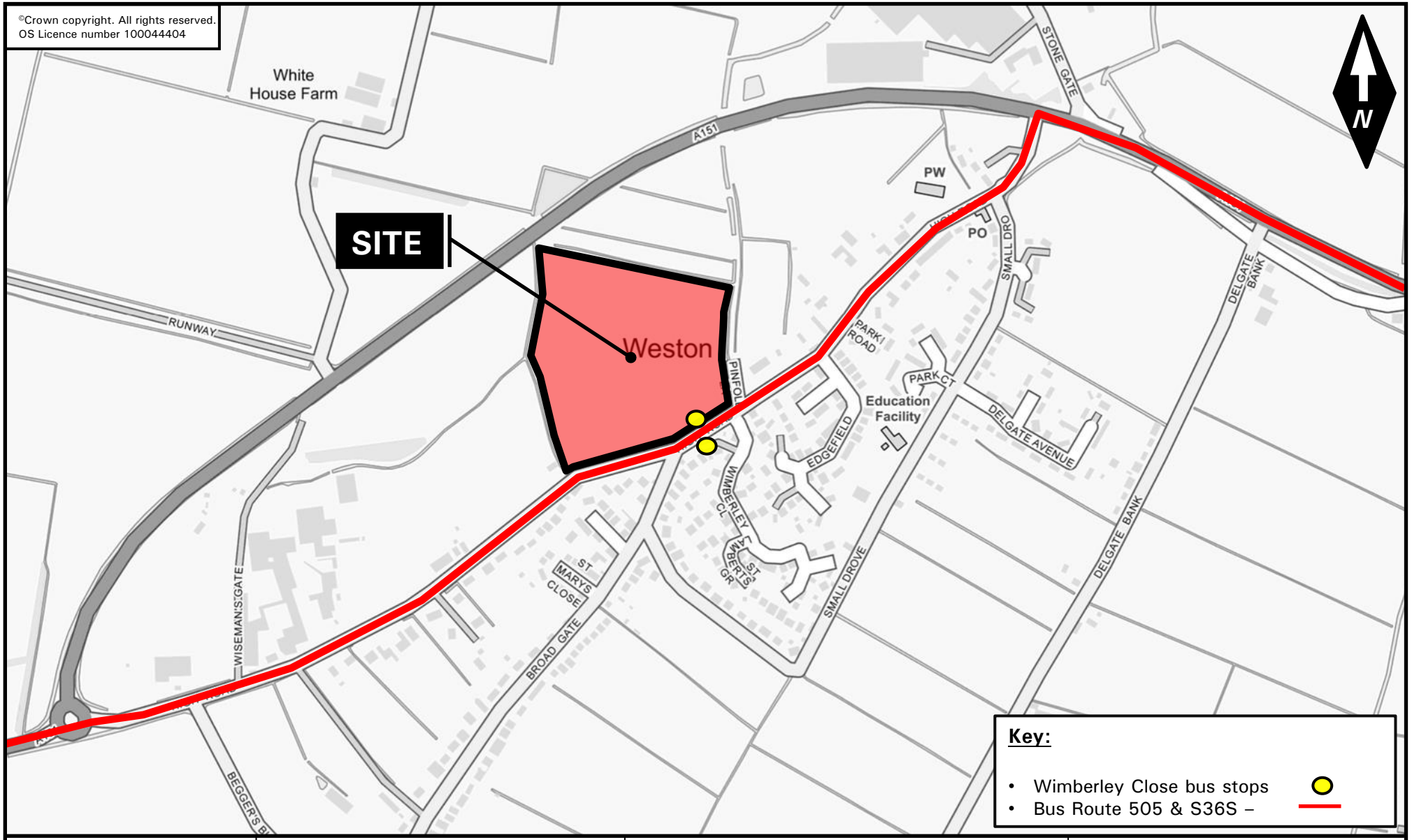


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DATE: **31.03.20**			
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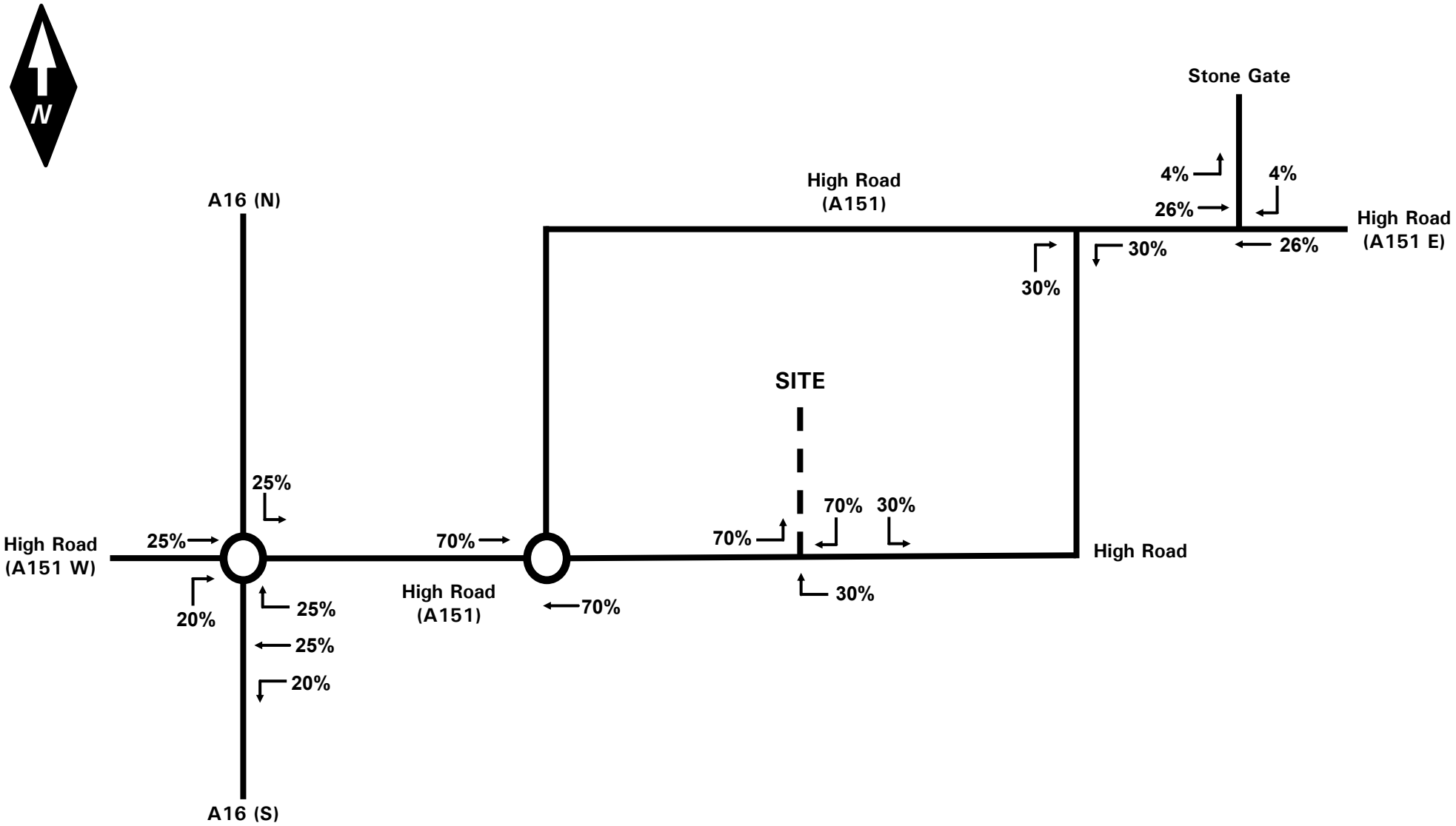


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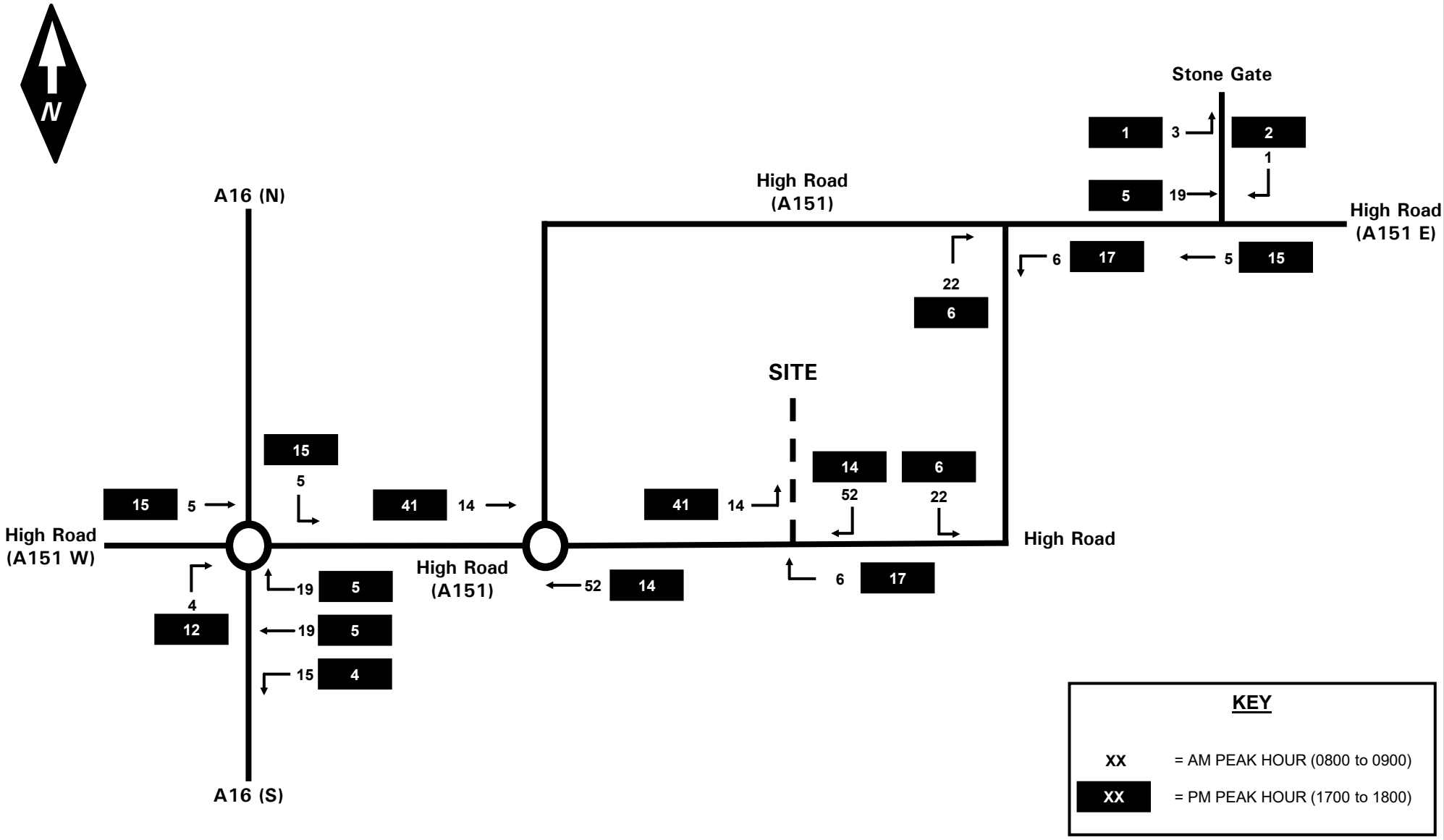
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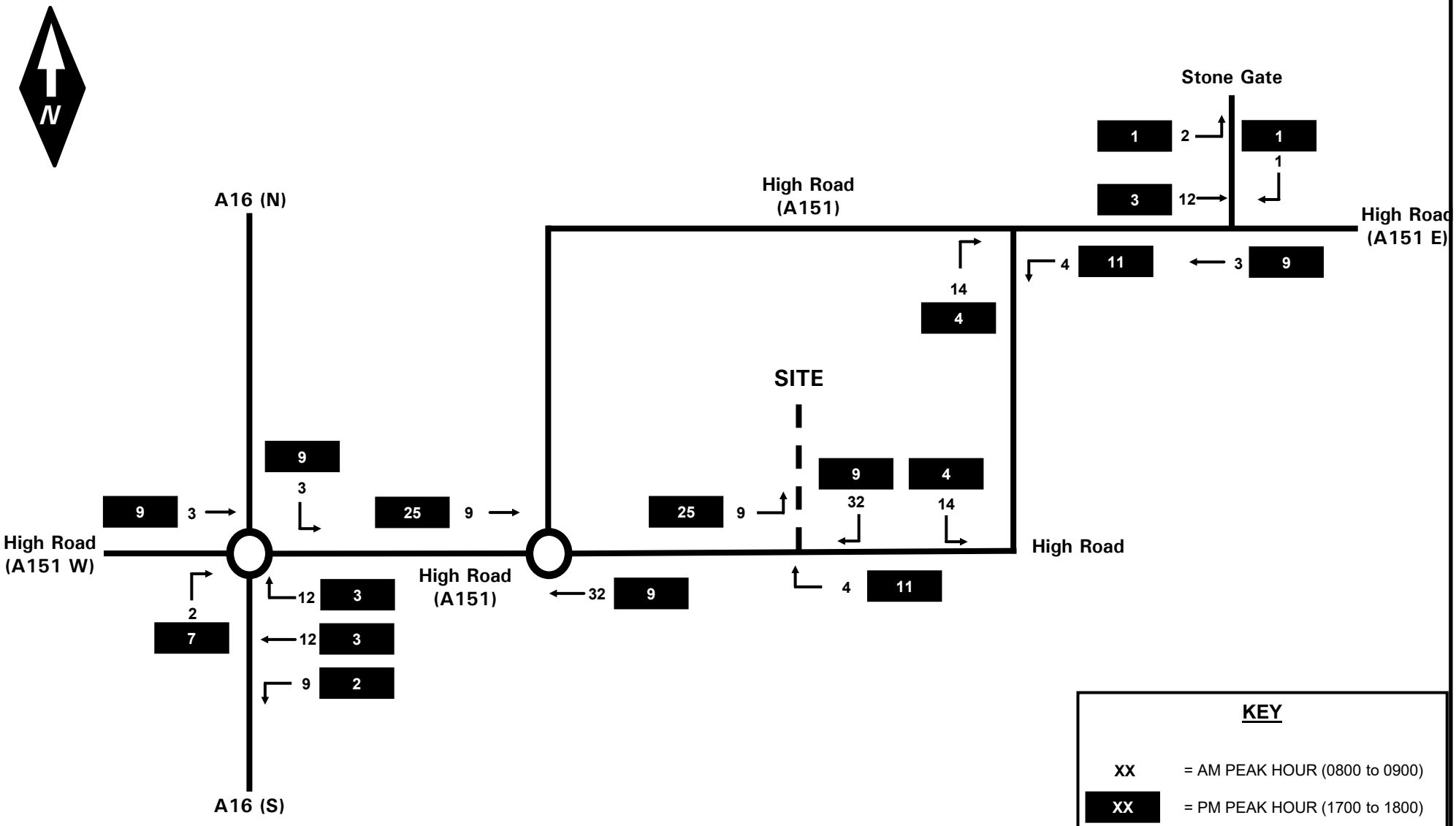
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DATE: 26.02.20			
DRAWN: WM	TITLE: PROPOSED DEVELOPMENT TRAFFIC DISTRIBUTION	JOB NUMBER: F20010	FIGURE: 8

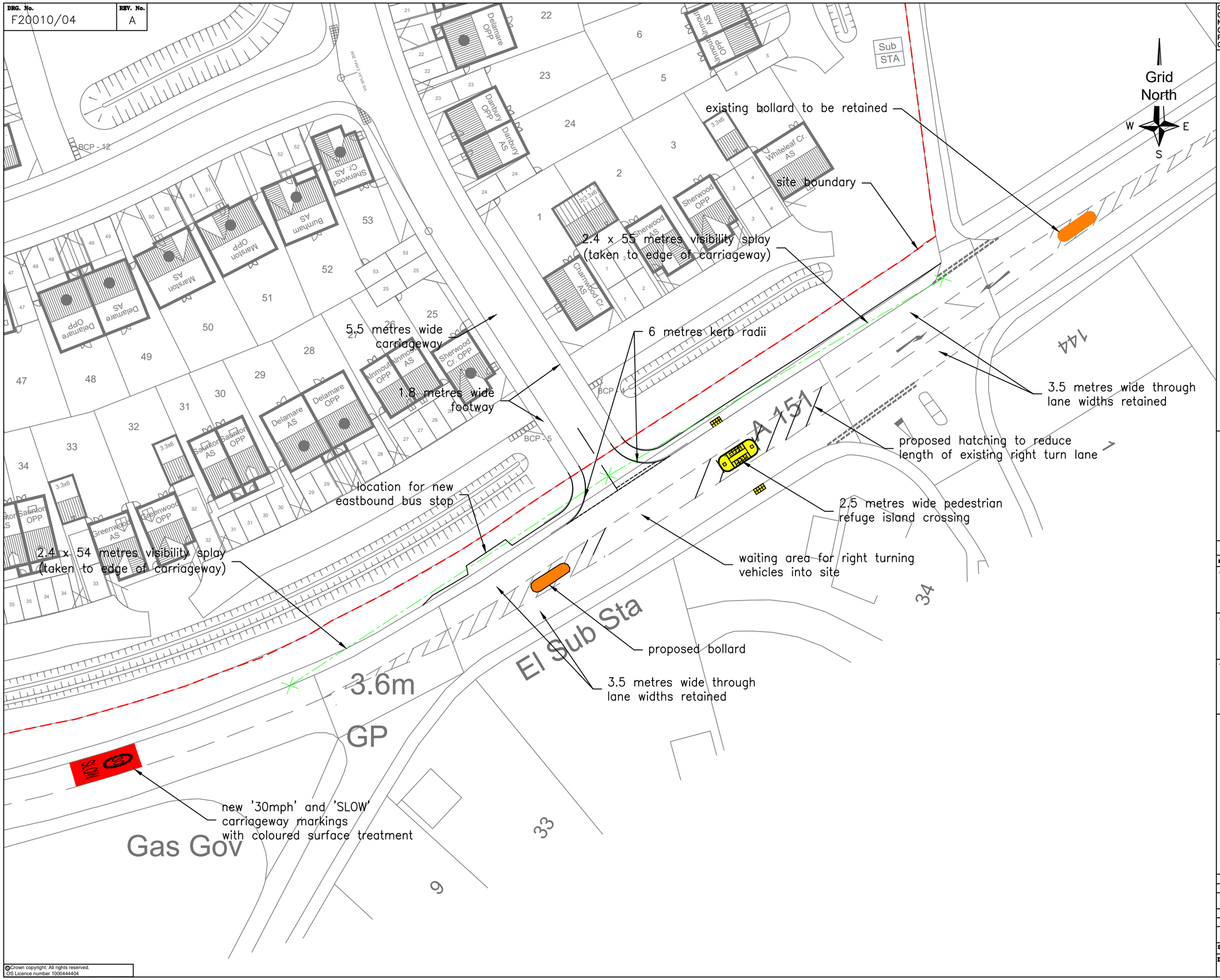


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DRAWN: WM			



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DATE: 26.02.20			
DRAWN: WM	TITLE: PROPOSED DEVELOPMENT TRAFFIC ASSIGNMENT (NET DIFFERENCE OF 93 DWELLINGS)	JOB NUMBER: F20010	FIGURE: 10

DRG. No.	REV. No.
F20010/04	A



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NOTES:

REV.	DATE	DESCRIPTION	DRN	CHK'D
A	29.09.20	UPDATED WITH LATEST MASTERPLAN	WM	MC

CLIENT

PERSIMMON HOMES

CONTRACT

HIGH ROAD, WESTON

TITLE

ALTERNATIVE ACCESS LAYOUT

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NG7 6LB

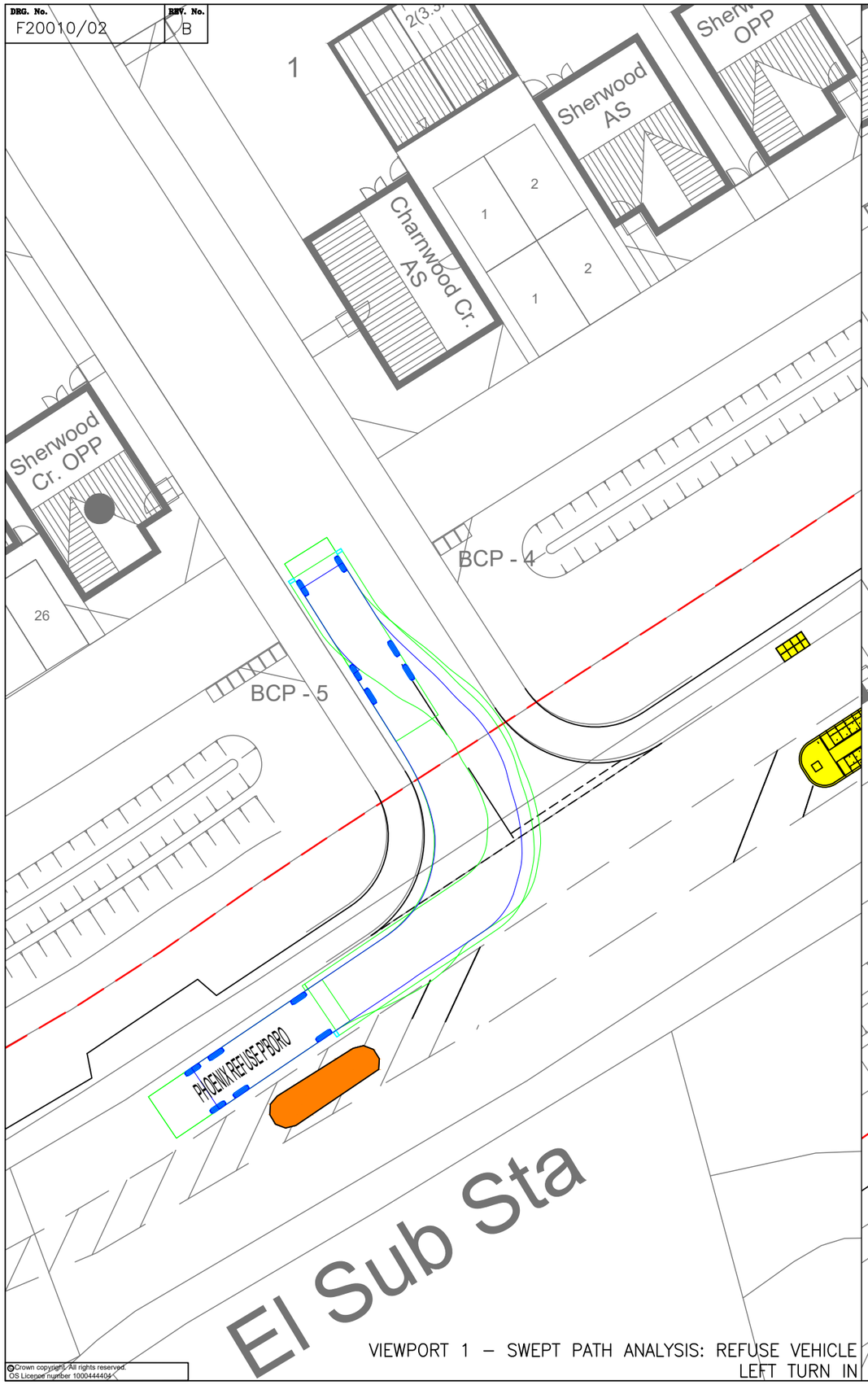
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

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NAME (PRINT)	DATE
MC	07.05.20

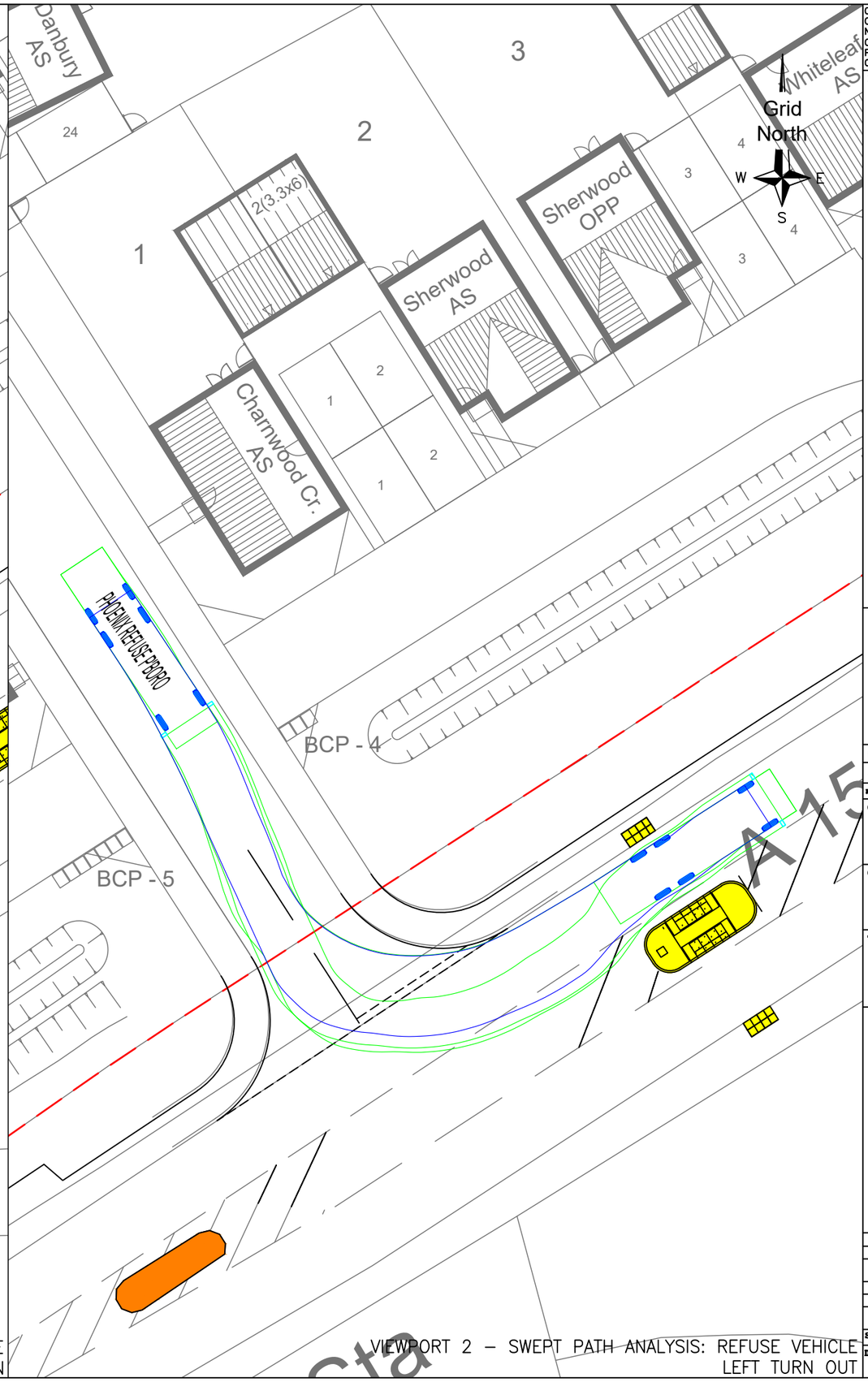
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DRG. No. F20010/02 | REV. No. B



VIEWPORT 1 – SWEPT PATH ANALYSIS: REFUSE VEHICLE LEFT TURN IN

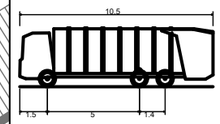


VIEWPORT 2 – SWEPT PATH ANALYSIS: REFUSE VEHICLE LEFT TURN OUT

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NOTES:



PHOENIX REFUSE P'BORO

Overall Length	10.500m
Overall Width	2.500m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

REV.	DATE	DESCRIPTION	DRN	CHK'D
B	29.09.20	UPDATED WITH LATEST SITE MASTERPLAN	WM	MC
A	30.04.20	UPDATED WITH LATEST SITE MASTERPLAN	CL	MC

CLIENT

PERSIMMON HOMES

CONTRACT

HIGH ROAD, WESTON

TITLE

SWEPT PATH ANALYSIS OF SITE ACCESS LAYOUT

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WM	02.09.20
CHECKED BY	
NAME (PRINT)	DATE
MC	02.09.20

SCALE 1:250@A3 | STATUS PRELIMINARY

DRG. NO. F20010/02 | REV B

DRG. No.	REV. No.
F20010Z03	B

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NOTES:

REV.	DATE	DESCRIPTION	DRN	CHK'D
B	29.09.20	UPDATED WITH LATEST MASTERPLAN	WM	MC
A	30.04.20	UPDATED WITH LATEST MASTERPLAN	CL	MC

CLIENT

PERSIMMON HOMES

CONTRACT

HIGH ROAD, WESTON

TITLE

SWEPT PATH ANALYSIS OF INTERNAL TURNING HEADS

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DRG. NO.	REV
F20010/03	B

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APPENDIX A – EXTRACTS FROM SCOPING NOTE

Persimmon Homes

High Road, Weston

Scoping Study

March 2020

BANCROFT CONSULTING

bancroftconsulting.co.uk

HIGH ROAD, WESTON
SCOPING NOTE
MARCH 2020

1.0 INTRODUCTION AND BACKGROUND INFORMATION

1.1 This Scoping Note has been prepared by Bancroft Consulting on behalf of Persimmon Homes in advance of a full planning application for up to 150 dwellings on land to the north of High Road in Weston, Lincolnshire. The site forms part of the proposed allocated site 'Wsn003 – Land north of High Road' within the adopted South East Lincolnshire Local Plan (2011 to 2036). This site allocation is for up to 135 dwellings based on a site area of 6.11 hectares, however it is understood that the site is suitable in accommodating up to 150 dwellings, which this Scoping Note will consider. **Figure 1** shows the location of the site within the wider area, whilst **Figure 2** shows the detailed site location including local road names.

1.2 A pre-application enquiry was submitted to South Holland District Council, as the Local Planning Authority, in July 2019. Lincolnshire County Council (LCC), as the Highway Authority, were consulted and provided comments as part of the enquiry. The majority of the comments relate to drainage matters, however a summary of the highways related comments is provided below (**Appendix A** contains a full copy of LCC's comments):

- The latest drawing does not show the existing right turn lane on High Road serving the Wimberley Way junction on the opposite side of the carriageway. As Weston now has a bypass, the requirement for a right turn lane could be considered when taking into account the access type to serve the proposed development. There is no requirement for a second point of access to serve a development of 150 dwellings.
- High Road is subject to a 30mph speed limit and therefore 2.4 x 43 metres visibility splays should be provided.
- Consideration should be given to the presence of private driveways within the site and the refuse collection strategy.

1.3 The aim of this Scoping Note is to agree the background information and scope for the subsequent Transport Assessment with LCC. In light of the pre-application comments, this Scoping Note will consider a potential access layout to serve the proposed development that takes into account the existing road layout along High Road. It will also calculate the potential change in traffic conditions and assign these movements throughout the network using a suitable distribution model, to determine the study area where further detailed assessment should be required.

1.4 Once the key elements of this Scoping Note have been agreed with LCC, they shall be used as the basis of a subsequent Transport Assessment, which will primarily address the impact of the development traffic on the surrounding highway network. The Transport Assessment will also detail opportunities to further encourage sustainable travel at the site.

1.5 The Transport Assessment will be prepared in accordance with and provide a review of the following national and local policy/guidance documents:

- National Planning Policy Framework [NPPF] (MHCLG, Revised June 2019).
- Planning Practice Guidance [PPG, 2014].
- Manual for Streets [MfS] (DfT, 2007).
- Manual for Streets 2 [MfS2] – Wider Application of Principles (CIHT, 2010).
- Design Manual for Roads and Bridges [DMRB].
- 'Design Standards and Departures for Highway Schemes' (LCC 2009).
- South East Lincolnshire Local Plan (2011 to 2036).
- Guidance on Transport Assessment (DfT, March 2007).

1.6 A site visit was undertaken on 2 March 2020 between 0800 and 1230 hours, when the weather conditions were fine and dry. The purpose of the visit was to review the surrounding highway layout, taking detailed measurements and photographs to assist with preparing this report. During the site visit a link count survey was undertaken on High Road during the morning peak hour between 0800 and 0900 hours and a manual speed survey was then conducted at the site frontage on High Road between 0900 and 1145 hours.

2.0 EXISTING CONDITIONS

2.1 Site Location and Surrounding Area

2.1.1 **Figure 2** shows the location of the site to the north of High Road in Weston, Lincolnshire. It currently comprises a square shaped parcel of land with an area of approximately 6.11 hectares that is used for agricultural purposes. The site is bound by further agricultural land to the north and west, agricultural land and Pinfold Lane to the east and High Road to the south. Further afield, Spalding is located approximately 3 kilometres to the west, whilst Holbeach is located approximately 6 kilometres to the east.

2.1.2 The site is currently served by an informal farm access via Pinfold Lane at the site's eastern boundary. The access comprises a dropped kerb at the western edge of Pinfold Lane where there is a gap within the verge.

2.2 Local Highway Network

2.2.1 High Road is subject to a 30mph speed limit and extends in an east to west direction past the southern boundary of the site. The carriageway measures approximately 10.5 metres wide at the site frontage and features a single lane in each direction, along with a right turn lane into Wimberley Close, located opposite the site at the southern edge of High Road. The right turn lane provides a taper to both the east and west of the site, where the carriageway narrows to a width of approximately 7.5 metres. The carriageway is bound by a 1.5 metres wide footway and 3.5 metres wide verge along its northern edge (site frontage) and a 1.8 metres wide footway at its southern edge. High Road acts as a bus route and provides bus stops on both sides of the carriageway across the site frontage. The majority of the development in Weston is located to the south of High Road.

2.2.2 High Road does not provide any parking restrictions, however during the site visit no vehicles were seen parked at the edge of the carriageway. It does provide street lighting at regular intervals along both sides of the carriageway in the vicinity of the site.

2.2.3 A link count survey was undertaken during the site visit on 2 March 2020 between 0800 and 0900 hours. The survey recorded all vehicles travelling in each direction along High Road past the site frontage. **Appendix B** contains the raw survey data, whilst a summary of the two-way traffic flows along High Road is provided below for the morning peak hour:

- Eastbound = 39 movements.
- Westbound = 80 movements.

2.2.4 In addition, a manual speed survey was undertaken on High Road between 0900 and 1145 hours, when the weather conditions were fine and dry. The surveyor was positioned at the northern edge of the carriageway approximately 15 metres to the west of the Wimberley Close junction. The survey recorded a total of 200 vehicle speeds comprising 100 readings in both the eastbound and westbound directions. **Appendix C** contains the full survey results, whilst a summary is provided below:

	Mean	**85$^{\%ile}$**
eastbound	30.49mph	35.37mph
westbound	30.67mph	35.41mph

2.2.5 High Road extends to the west for a distance of approximately 950 metres, where it forms a roundabout with the A151. Along this section, High Road serves a number of residential streets, frontage housing and also Baytree Nurseries which is located to the east of the A151/High Road roundabout. Baytree Nurseries is a large garden centre, which also offers a range of other services including a wildlife centre, pet shop, outdoor furniture sales, children's play area and indoor/outdoor dining. This development is served by a mini roundabout junction from High Road.

2.2.6 The A151/High Road junction comprises a 3-arm roundabout. The A151 forms the northern and western arms of the junction (with the northern arm being the start of the Bypass which extends around the northern edge of Weston). The roundabout has an approximate 45 metres Inscribed Circle Diameter (ICD) and all three arms provide two lanes on approach to the roundabout.

2.2.7 The A151 extends for a further 1.7 kilometres to the west from the roundabout with High Road where it forms another roundabout with the A16. This junction comprises a 4-arm roundabout with an approximate 65 metres ICD. The A151 forms the eastern and western arms of the junction, whilst the A16 forms the northern and southern arms of the junction. All four arms provide two lanes on approach to the roundabout.

2.2.8 To the east of the site frontage, High Road extends for approximately 650 metres along the northern edge of Weston where it forms a staggered crossroads junction with the A151 (Weston Bypass) and Stone Gate. High Road and Stone Gate form the minor arms of the junction and comprise large bellmouth junctions with central refuges within the mouth of the junction. Both junctions comprise a single lane in each direction, however the entry lanes provide a significant flare which allows two vehicles to wait side by side at the junction. The A151 forms the major arm of the junction and features a single through lane in each direction with right turn lanes into both High Road and Stone Gate.

2.3 Accident Study

2.3.1 Paragraph 008 of Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' provides guidance on the level of detail that should be included within Transport Assessments. It states:

> *"…an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site is identified as within a high accident area…"*

2.3.2 In light of the above, the Transport Assessment will review the Personal Injury Accident records for the agreed study area across the last three years. However, the study period will be extended to a five-year period if there is evidence of a high number of accidents occurring (defined as a cluster of more than 3 accidents for the purpose of this assessment). This would seek to identify existing highway safety issues that could potentially be exacerbated by any increase in movements associated with the proposed development. The study area will be determined within Section 4 of this Scoping Note.

2.4 Committed Development

2.4.1 Inspection of the South East Lincolnshire Local Plan confirms that there are two other housing allocations within Weston referred to as 'Wsn022 – Land east of Small Drove' and 'Wsn029 – Land off High Road'. Site Wsn022 comprises a 3.88-hectare parcel of land at the eastern side of Weston and is considered suitable for up to 60 residential dwellings. Site Wsn029 comprises a 2.83-hectare parcel of land located directly west of the site and is considered suitable to deliver up to 57 dwellings. **Figure 2** shows the locations of these Local Plan housing allocations in relation to the site and the traffic from these developments will be taken into account within the Transport Assessment.

3.0 DEVELOPMENT PROPOSALS

3.1 The site is allocated within the South East Lincolnshire Local Plan for up to 135 residential dwellings. **Appendix D** contains the latest site layout, which shows how the proposals involve the development of 150 dwellings at the site, however South Holland District Council has confirmed within its pre-application comments that this is acceptable. In addition, the proposals involve the creation of a children's play area at a central point in the site and drainage ponds (SuDS) located towards the northwest corner.

3.2 The proposed development would be served by a single point of access from High Road. The type of access will give consideration to the likely traffic flow conditions along High Road and at the site access and also take into account the existing road layout across the site frontage. Further details of the access strategy are provided in Section 4 of this Scoping Note.

4.0 TRIP GENERATION

4.1 Trip Generation

4.1.1 The TRICS database was examined to identify suitable trip rates to calculate the potential peak hour and daily traffic movements that could be generated by the proposed residential development. The category 'Residential – Houses Privately Owned' was selected, specifying a range of between 50 and 200 dwellings, excluding sites in the Greater London, Scotland, and Ireland regions, along with any weekend surveys. Following this, only sites within 'Edge of Town', 'Suburban' or 'Free Standing' locations were included in the search. The search criteria generated 15 surveys from 15 different sites. **Appendix E** includes the full TRICS output data.

4.1.2 Following inspection of the details for each of the sites, a development of 134 dwellings near Eastbourne (TRICS ref: ES-03-A-05) was chosen as a suitable comparator to the proposed development. This site is located on the edge of a small town, comparable to Weston, within close proximity to a local distributor 'A' road. The site is also served by 2 bus services per hour, which is a similar frequency to the 505 Interconnect and S36S services that operate in Weston. Finally, the site was ranked as the 85th percentile site during both peak hours and across the daily time period, which shows robustness in the trip rates.

4.1.3 The following trip rates (per dwelling) were therefore considered applicable to the proposed development:

• morning peak (0800 to 0900 hours)	0.131 arrive	0.495 depart
• evening peak (1700 to 1800 hours)	0.384 arrive	0.131 depart
• daily (0700 to 0900 hours)	2.615 arrive	2.689 depart

4.1.4 Based on the above trip rates, the proposed development of 150 dwellings could generate the following peak hour and daily traffic movements:

- morning peak 20 arrive 74 depart 94 total
- evening peak 58 arrive 20 depart 78 total
- daily 393 arrive 404 depart 797 total

Table 1 contains the full daily traffic generation profile.

4.2 Traffic Distribution and Assignment

4.2.1 To help provide an understanding of how the development traffic might disperse throughout the network, a distribution model has been created using the Census 2011 'Location of usual residence and place of work by method of travel to work' dataset (WU03EW). The Census distribution model takes into account the usual place of work for residents of the South Holland 004 Middle Super Output Area (MSOA), who travel to work by car. All MSOA where less than 30 people worked were discounted, as these areas accounted for less than 1% of total journeys. The calculations confirmed that 72% of trips are made within the South Holland 004 MSOA itself and therefore the individual settlements were assessed individually to understand the direction of trips in the local area. **Appendix F** contains the findings of the distribution calculations, whilst **Figure 3** shows the distribution pattern for arrivals and departures at the site. The percentage distribution for each route is summarised below:

Route	Percentage Distribution
• High Road (W), A16 (N)	25%
• High Road (E), Spalding Gate (E)	4%
• High Road (W), A16 (S)	20%
• High Road (E), A151 (E)	26%
• High Road (W), A151 (W)	25%

4.2.2 The above calculations confirm that 70% of traffic would travel west along High Road, whilst 30% of traffic would travel east along High Road. This proportional split also reflects the direction of traffic recorded as part of the link count survey undertaken on 2 March 2020, which recorded 80 vehicles (67%) travelling in the

westbound direction and 39 vehicles (33%) traveling in the eastbound direction along High Road.

4.2.3 Using the percentage distribution pattern at **Figure 3**, the morning and evening peak hour traffic generation can be assigned to the network. **Figure 4** shows the proposed development traffic assignment for both the morning and evening peak hours. This confirms that the proposed development would generate the following additional movements at each of the below off-site junctions (during the busier morning peak hour).

- Site Access junction = 94 two-way movements.
- A151 / High Road roundabout = 66 two-way movements.
- A151 / A16 roundabout = 67 two-way movements.
- A151 / High Road / Stone Gate staggered crossroads junction = 28 two-way movements.

4.3 Off-site Impact

4.3.1 The former 'Guidance on Transport Assessment' document has now been archived, but in the absence of any specific guidance from LCC provides a useful starting point for where developments may have a significant highway impact and hence where further detailed assessment may be required. It suggested that impacts may occur where traffic increases of 30 or more two-way vehicle movements occur during peak hour periods. It goes on to state *"whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions".* This figure is identified purely as a starting point for further consideration and it is common that higher hourly increases of 45 to 60 vehicles could be satisfactorily accommodated where capacity and highway safety issues do not exist.

4.3.2 Further to the above, current national policy requirements in the NPPF state at Paragraph 109 that *"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".* The

study area should therefore include any junctions where the increase in traffic could realistically have a 'severe' impact.

4.3.3 Using the figures above, the following junctions would experience an increase of 30 or more two-way vehicle movements during the peak hour periods as a result of the proposed development. The following junctions should therefore form the study area for further detailed assessment within the Transport Assessment.

- Junction 1: Site Access junction.
- Junction 2: A151 / High Road roundabout.
- Junction 3: A151 / A16 roundabout.

4.3.4 Beyond these junctions, the proposed development would have a negligible impact and therefore it was considered unnecessary to extend the study area further. However, it is recommended that the above 3 junctions are tested for their capacity as part of any future Transport Assessment.

4.4 Future Year Assessment

4.4.1 Paragraph 015 of Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' states how:

> *"In general, assessments should be based on normal traffic flow and usage conditions (eg non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.*
>
> *The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant government policy."*

4.4.2 It is standard best practice to adopt a design year of no less than five years after the planning application was submitted. A planning application for the proposed development is expected to be submitted in 2020 and therefore a design year of 2025 should be adopted for the Transport Assessment.

4.4.3 Growth factors have therefore been calculated based on information taken from the TEMPro 7.2 dataset for the South Holland 004 MSOA. These growth factors of 1.03692 for the morning peak hour and 1.03662 for the evening peak hour have been identified for the five-year period of 2020 to 2025. Full details in respect of the TEMPro growth factor calculations are contained at **Appendix G**.

5.0 SITE ACCESS

5.1 The proposed development would be served by a single point of access from High Road. As part of the pre-application enquiry (see **Appendix A**), LCC provided specific comments on the access strategy, stating:

> *"As regards the road layout;*
>
> *The first point is that your drawing does not show the presence of the existing Ghost Island Right-turn Lane on Main Road that serves the Wimberly Way junction opposite. The GIRTL was provided when Main Road was still the A151 and there was considerably more traffic passing along the road. Weston now has a by-pass so the requirement for a GIRTL is something you might want to consider when you look at the design of your entrance taking into account the presence of other junctions along this road – Pinfold Lane is a Public Highway believe it or not.*
>
> *There is no imperative, in highway terms, to provide a second vehicular access to serve a residential development of 150 dwellings but then Lincolnshire County Council is not the Planning Authority. Main Road is subject to a speed limit of 30 mph so the incorporation of 2.4m x 43m visibility splays should not be a limiting factor."*

5.2 LCC's adopted highways design guidance is contained in the document 'Development Road and Sustainable Drainage Specification and Construction' (LCC, May 2018). However, this document predominantly provides the standards for detailed design matters and does not include geometric design standards for residential access roads serving different scales of development. As such, consideration shall be given to Manual for Streets and in particular Paragraph 7.2.2, which states *"The design of new streets or the improvement of existing ones should take into account the functions of the street, and the type, density and character of the development".* Paragraph 7.2.2 goes on to state *"carriageway widths should be appropriate for the particular context and uses of the street"* citing various factors such as the volume of traffic, the composition of traffic, design speed etc.

5.3 Figure 2.3.1 of DMRB CD123 'Geometric design of at-grade priority and signal-controlled junctions' contains a diagram which indicates suitable junction types on single carriageway roads carrying varying traffic flows. It confirms that a ghost island right turn lane should be provided where the minor road flow exceeds 300 movements two-way AADT, or the major road flow exceeds 13,000 vehicles two-way AADT.

5.4 The traffic generation calculations at **Table 1** confirm that the proposed development could generate up to 797 two-way daily movements, which exceeds the 300 movement AADT threshold for movements on the minor arm. Whilst a full 7-day ATC will be undertaken as part of the Transport Assessment to confirm current daily traffic flows along High Road, the link count survey recorded a total of 119 two-way vehicle movements past the site frontage during the morning peak hour. When considering that roads typically accommodate between 7% and 10% of daily traffic during each peak hour period, it is likely that High Road accommodates between 1190 and 1700 two-way movements AADT. This is significantly below the 13,000 movement AADT threshold in DMRB for where a ghost island junction should be provided.

5.5 In light of the above and noting LCC's pre-application comments, it is considered that a simple T-junction would be suitable to serve the proposed development. **Drawing Number F20010/01** shows how a single point of access could be delivered from High Road comprising a 5.5 metres wide carriageway, with 1.8 metres wide footways at both sides. The footways would extend along the northern edge of High Road and tie into the existing infrastructure at either side of the site frontage. The location of the proposed site access would conflict with an existing bus stop and therefore the proposals involve relocating the eastbound bus stop further west and widening the footway to 3 metres at this location.

5.6 **Drawing Number F20010/01** also shows how the existing road markings along High Road in the vicinity of the site could be amended. This involves providing a single lane in each direction by providing 2 metres wide central ladder markings and 0.5 metres wide hard strips along both sides of the carriageway. This reduces the through lane widths to 3.5 metres in both directions. In addition, a pedestrian refuge island is proposed to the east of the access location, to

facilitate crossing movements to the key amenities in Weston which are largely located to the southeast and also towards the existing westbound bus stop.

5.7 The proposed site layout and changes to the road markings on High Road would be in accordance with current design standards and suitable for the traffic flow conditions along High Road. Nevertheless, the Transport Assessment will undertake a capacity assessment of the proposed site access to confirm whether it would operate satisfactorily when accommodating the forecast level of trips. If capacity issues arise then an alternative access layout will be considered.

5.8 With regard to visibility, the speed survey results confirm that 85th percentile vehicle speeds are 35.37mph (56.91kph) in the eastbound direction and 35.41mph (56.98kph) in the westbound direction. Hence, in accordance with Chapter 10 of MfS2 the visibility splay requirements have been calculated by adopting a 1.5 seconds perception-reaction time and 0.45g deceleration rate. The table at **Appendix C**, shows that by adopting the above approach, visibility splays of 55 metres to the east (westbound traffic) and 54 metres to the west (eastbound traffic) are required from the proposed site access.

5.9 **Drawing Number F20010/01** demonstrates show the required visibility splays are achievable from a 2.4 metres setback distance to the nearside kerb line. The visibility splays would encroach land that is presumed to be within the public highway, however highway land boundary plans will be purchased as part of the Transport Assessment to confirm this.

6.0 OTHER TRANSPORT CONSIDERATIONS

6.1 Parking and Servicing Requirements

6.1.1 The Transport Assessment shall include an assessment of parking requirements. In accordance with LCC's website, it states *"Following the publication of the National Planning Policy Framework, there is no longer a need for local authorities to set maximum car parking standards. Accordingly, the Council has ceased using the previously adopted maximum standards in its role as local highway authority."* It is advised that the parking provision should be dealt with on a case-by-case basis until new standards emerge within the Local Plans. In light of this, the parking provision will be confirmed and agreed with LCC as part of the Scoping Note response.

6.1.2 The Transport Assessment shall also assess servicing requirements in terms of refuse collections, and whether the site access can suitably accommodate such manoeuvres.

6.2 Access by non-car modes

6.2.1 The key emphasis of the NPPF is on the need for all new developments to be sustainable. Part of this requirement for sustainability means providing good opportunities for travel to and from sites by non-car modes, as set out in Paragraphs 29, 32 and 34 of the NPPF in particular.

6.2.2 The Transport Assessment shall review the existing opportunities to access the site by sustainable modes of travel and identify where improvements may be required. The Census 2011 'Method of Travel to Work' dataset (QS701EW) shall also be examined to identify suitable modal split for the site, to help calculate the potential increase in person trips by all modes.

7.0 SUMMARY

7.1 This Scoping Note has been prepared by Bancroft Consulting on behalf of Persimmon Homes in advance of a full planning application for up to 150 dwellings on land to the north of High Road in Weston, Lincolnshire. The site forms part of the proposed allocated site 'Wsn003 – Land north of High Road' within the adopted South East Lincolnshire Local Plan (2011 to 2036). The purpose of the Scoping Note is to agree the baseline parameters for the forthcoming Transport Assessment, including trip rates, the study area for further detailed assessment and the site access layout.

7.2 The Scoping Study has established that with respect to vehicular traffic, the development would generate the following peak hour and daily movements:

• morning peak	20 arrive	74 depart	94 total
• evening peak	58 arrive	20 depart	78 total
• daily	393 arrive	404 depart	797 total

7.3 Based upon a distribution model using Census 2011 data and the results of a link count survey it is considered that 70% of traffic would travel westbound along High Road and 30% of traffic would travel eastbound along High Road when departing the site. Using this calculation, it is considered that the study area for further detailed assessment should include the following three junctions:

- Junction 1: Site Access junction.
- Junction 2: A151 / High Road roundabout.
- Junction 3: A151 / A16 roundabout.

7.4 A detailed capacity assessment and highway safety analysis will be undertaken at the above three junctions to demonstrated whether the proposed development could have any significant impacts. It will also take into account two other Local Plan developments referred to as 'Wsn022 – Land east of Small Drove' and 'Wsn029 – Land off High Road'.

7.5 In light of current and future traffic flows along High Road, **Drawing Number F20010/01** shows the proposed access layout. The access comprises a simple

T-junction, which involves reconfiguring the existing road markings along High Road to provide a single lane in each direction. The access itself would have a 5.5 metres wide carriageway with 1.8 metres wide footways along both sides and could achieve the required visibility splays that reflect 85th percentile approach speeds. A pedestrian refuge island crossing would also be provided on High Road to facilitate pedestrian movements into Weston and to the existing westbound bus stop.

APPENDIX B – LCC'S EMAIL DATED 30 MARCH 2020

From:	Jon Sharpe
To:	Matthew Corner
Cc:	DevelopmentManagement
Subject:	RE: Pre-application comments - High Road, Weston
Date:	30 March 2020 11:07:17
Attachments:	image001.png image003.png image004.png image005.jpg

Morning Matthew.
Apologies for the delay in getting back to you.
The text of the Scoping Note for this development is fine – to some extent your clients are pushing at an open door with this site.
I circulated the included drawing of the proposals for dealing with the existing Ghost Island Right-turn Lane on High Road serving Wimberly Close to a number of colleagues for comments. I have had some comments back but we have not yet collectively reached a conclusion on what would be the best way of dealing with this detail.
To keep the ball rolling, do you want to proceed with the Scoping Note as it is but with a note that the High Road junction will need to be subject to further detailed discussions with the Highway Authority?
Regards,
Jon.

From: Matthew Corner [mailto:matthew@bancroftconsulting.co.uk]
Sent: 10 March 2020 19:02
To: Jon Sharpe
Subject: FW: Pre-application comments - High Road, Weston

Hi Jon,

Please see my email below which outlines the details of a Scoping Note we have prepared in support of a residential development at Weston, Lincolnshire (see attached).

This report has been issued to LCC for pre-application comments, however I understand that you have already been involved with providing pre-application advice on the scheme and are best placed to review the Scoping Note.

Please could you let me know timescales for responding and if there are any fees associated with the pre-application response?

Kind regards

Matt

Matthew Corner
Senior Engineer
Bancroft Consulting Limited

p: 0115 9602919
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From: Harmsworth, Matthew <matthew.harmsworth@persimmonhomes.com>
Sent: 10 March 2020 14:52
To: Matthew Corner <matthew@bancroftconsulting.co.uk>
Subject: RE: Pre-application comments - High Road, Weston

Thanks Matt,

It would probably be helpful to send this directly to Jon Sharpe as well (Jon Sharpe - Jon.Sharpe@lincolnshire.gov.uk)

Kind Regards,
Matthew Harmsworth
Development Planner | East Midlands Division
Persimmon - Charles Church
Tel: 01733 397 200

From: Matthew Corner <matthew@bancroftconsulting.co.uk>
Sent: 10 March 2020 14:18
To: developmentmanagement@lincolnshire.gov.uk
Cc: Harmsworth, Matthew <matthew.harmsworth@persimmonhomes.com>
Subject: RE: Pre-application comments - High Road, Weston

Good afternoon,

We have been appointed by Persimmon Homes, to provide highway and transportation advice in respect of a proposed residential development on land to the north of High Road in Weston. The site is allocated within the South East Lincolnshire Local Plan under reference 'Wsn-003 – Land north of High Road'.

Please find attached a copy of our Scoping Note prepared in support of the proposals. The report calculates the potential peak hour and daily traffic generation and assigns these movements throughout the network in line with a suitable distribution model using Census 2011 data. This highlights 3 junctions which could potentially require further detailed assessment within any future Transport Assessment. In addition, the Scoping Note includes details of the proposed access layout, which follows pre-application comments received from LCC in July 2019.

Before we proceed with the Transport Assessment, it would be useful to receive a scoping response from yourselves to confirm the key elements of work and agree a way forward. Please could you let us know your timescales for preparing a response and also whether there are any charges for providing pre-application comments.

I trust this information is satisfactory and look forward to receiving your feedback. Please do not hesitate to call should you have any queries.

Kind regards

Matt

Matthew Corner
Senior Engineer
Bancroft Consulting Limited

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APPENDIX C – LCC'S EMAIL DATED 17 APRIL 2020

Matthew Corner

From: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Sent: 17 April 2020 14:34
To: Matthew Corner
Subject: RE: Pre-application comments - High Road, Weston

Follow Up Flag: Follow up
Flag Status: Completed

You will need to ensure your car parking space provision is in accordance with the appropriate Policies in the South East Lincolnshire local Plan Matt.
http://www.southeastlincslocalplan.org/adopted-plan/
Lincolnshire County Council, as the Local Highway Authority, does not set a minima standard for car parking space provision. The Lincolnshire Development Roads and Sustainable Drainage Design Approach document provides only guidance. Each proposal is considered on its own merit and circumstances.
You need to bear in mind that Lincolnshire is a disparate, sparsely populated county with poor access to public transport. Residents are therefore more highly reliant upon the private car for many journeys than might be the case elsewhere in the country. You may therefore find that only two spaces for a five bedroomed home might cause prospective buyers look at the offer provided by other developers who are tuned-in to that fact.
With regards the Transport Assessment, I am happy for the narrative to provide a commitment to working with the highway authority to agree a suitable design for the markings and street furniture on High Road at the site entrance, rather than having to provide a prescriptive drawing at this stage.
Regards,
Jon.

Lincolnshire COUNTY COUNCIL
Working for a better future
HIGHWAYS MANAGEMENT | ACHIEVEMENT AWARDS 2019 WINNER MJ

Jon Sharpe
Principal Development Management Officer
Place Directorate

01522 5(55794)
Lancaster House | 36 Orchard Street | Lincoln | LN1 1XX

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From: Matthew Corner [mailto:matthew@bancroftconsulting.co.uk]
Sent: 17 April 2020 14:14
To: Jon Sharpe
Subject: RE: Pre-application comments - High Road, Weston

Hi Jon,

On a separate point, we are reviewing the off-road parking provision for each plot. In terms of LCC's standards am I correct in saying that these are contained within the 'Lincolnshire Development Roads and Sustainable Drainage Design Approach document'? I have included a screenshot of the guidance below, which states '2 spaces for a

dwelling with 3 or less bedrooms and 3 spaces for dwellings with 4 or more bedrooms'. Can you confirm whether this is correct or is there flexibility in these standards as some of the 5-bedroom plots are currently being provided with 2 parking spaces?



RESIDENTIAL		
Houses and flats (including Aged Person Dwellings)	2 spaces for a dwelling with 3 or less bedrooms and 3 spaces for dwellings with 4 or more bedrooms	If the dwelling is considered to be in a city centre location the Highways and Lead Local Flood Authority may accept a reduction in spaces to those recommended. A garage plus the space immediately in front of it will count as one space only when the garage is of adequate size to allow for car parking and general storage.
Sheltered Housing – Warden Assist Accommodation	1 space per 2 units	
Community Homes – Homes for the Elderly/Children Physically or Mentally Handicapped	1 space per 3 residents	More spaces may be required depending on the level of care offered. For example, a home for the physically handicapped may require a higher number of visiting resident health professionals than a home for the elderly. This needs to be taken into account when designing car parking areas. Off road parking and turning provision for service vehicles should also be considered.
Hotels or Residence Nurses Homes/Other Residential Hostels	To be assessed on individual merits	The parking provision must be adequate to address the requirements of the use. A Transport assessment which makes comparisons to similar sites may be required to demonstrate that the provision to be provided meets the needs of the use. Any existing parking restrictions in the vicinity of the proposed site should also be taken into account, to avoid on street parking and obstruction issues, that may increase if adequate on-site provision is not provided.
RETAIL		
Food Retail	1 space per 14m² gfa	In general, parking provided within town centres will normally be expected to be 'short stay' and available for general public use, subject to the Local Planning Authority's agreement. A Transport Statement/Assessment will be required to demonstrate that

Kind regards

Matt

Matthew Corner
Senior Engineer
Bancroft Consulting Limited

p: 0115 9602919
a: Jarodale House, 7 Gregory Boulevard, Nottingham, NG7 6LB
w: www.bancroftconsulting.co.uk **e:** office@bancroftconsulting.co.uk

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From: Matthew Corner
Sent: 17 April 2020 13:55
To: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Subject: RE: Pre-application comments - High Road, Weston

Hi Jon,

Thank you for the update. We have now progressed large parts of the TA and are just awaiting comments on the access before finalising the details.

Kind regards

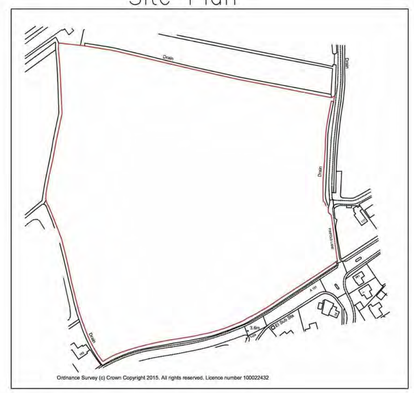
Matt

APPENDIX D – DECISION NOTICE (57 DWELLINGS) REFERENCE H22-0101-16

Indicative Site Layout



Site Plan



Ordnance Survey (c) Crown Copyright 2015. All rights reserved. Licence number 100022432

Ref:A	Revised Indicative Plan	March 16
Ref:	Revision:	Date:

AUSTIN JOHN
DEVELOPMENTS

Rualen, Mill Green Road, Pinchbeck, Spalding,
Lincolnshire, PE11 3PU
01775 712115
contact@austinjohndevelopments.uk

Project:
OUTLINE APPLICATION FOR:
PROPOSED DEVELOPMENT SITE ADJ. PINFOLD LANE
WESTON, SPALDING LINCS

Client:
c/o Austin John Developments Ltd.

DRAWING:
SITE PLAN
INDICATIVE SITE LAYOUT

DRAWING N°: AJD/1035/16/00A	DATE: JANUARY 2016
DRAWN BY: RW	SCALE: 1:500 1:1250

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HEALTH & SAFETY
The client is to be aware that the appointed contractor is familiar
with and complies with Health & Safety for Building Sites and Work Places.

Council Offices
Priory Road
Spalding
Lincolnshire
PE11 2XE
Admin 01775 764723
DC Officers 01775 764703
facsimile 01775 762937
planningadvice@sholland.gov.uk
www.sholland.gov.uk

M J and J A Gibson
Carlton Lodge
Beggars Bush Lane
Weston
Spalding Lincs
PE12 6HZ

TOWN AND COUNTRY PLANNING ACT 1990

OUTLINE

Reference: H22-0101-16 **Date of Decision:** 23rd July 2018

Applicant: M J and J A Gibson
Carlton Lodge
Beggars Bush Lane
Weston
Spalding Lincs
PE12 6HZ

Location: High Road Weston Spalding

Description: Residential Development

South Holland District Council hereby give notice that this application has been GRANTED (or equivalent) subject to the following condition(s):

1 Application for approval of reserved matters must be made not later than three years beginning with the date of this permission, and the development must be begun before the expiration of two years from the final approval of reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: As required by Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2 The development hereby permitted shall be carried out in accordance with the following approved plans:
Dwg. No. AJD/ENQ/15/00;
Dwg. No. AJD/1035/16/00A (Site Plan);
Flood Risk Assessment by S M Hemmings;
Heritage Statement by Archaeological Project Services (Report ref: HS/055) dated February 2017;
Written Scheme of Investigation for Archaeological Evaluation by Archaeological Project

Services dated February 2017;
Archaeological Evaluation by Archaeological Project Services (Report ref: 11/18) dated February 2018.

Reason: For the avoidance of doubt and in the interests of proper planning.

3 The following matters are reserved for subsequent approval by the Local Planning Authority and no development to which these matters relate shall be carried out until these matters have been approved, viz:
i) detailed drawings of the estate layout to a scale of not less than 1:500 and including road and plot layouts;
ii) detailed drawings to a scale of not less than 1:100 showing the siting, design and external appearance of each building, including a schedule of the materials to be used for external walls and roof;
iii) the siting and design of any vehicular access to a highway or estate road;
iv) the means of foul and surface water disposal;
v) details of landscaping and tree planting.
vi) the existing and proposed site levels and floor levels of the buildings and hard surfaced areas.

Reason: The application was submitted in outline only and the above details are required to enable the Local Planning Authority to assess the detailed design, scale, appearance and layout of the development as well as ensure that appropriate access and services are provided to serve the development.
This Condition is imposed in accordance with Policies SG12, SG13, SG14 and SG18 of the South Holland Local Plan, 2006 and national guidance contained in Section 10 of the National Planning Policy Framework, 2012.

4 Before the development is commenced there shall be submitted to and approved in writing by the Local Planning Authority a scheme for the provision and phasing of at least 25% of the total residential units as affordable housing on the site to meet local housing needs. The scheme shall identify how the affordable housing is to be provided, whether by means of a non-profit registered provider or otherwise, and the timing of delivery. In the submission of these details the location of each affordable housing unit shall be indicated, along with the size and tenure, the type of affordable housing, and arrangements for ensuring that the affordable housing to be provided meets identified local housing need. Not more than 50% of the total number of the approved dwellings, excluding the affordable element, shall be occupied until there has been a material commencement on the affordable housing units and not more than 90% of the approved dwellings, excluding the affordable element, shall be occupied until all the affordable housing units have been completed.

Note: In order to comply with this condition it may be necessary for the applicant/developer to enter into a planning obligation and/or agreement. You are therefore asked to bear this in mind when determining the timing of your submissions.

Reason: To ensure that the affordable dwellings are provided to meet identified local need, and remain affordable in perpetuity. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policy HS8 of the South Holland Local Plan,

2006.

5 Notwithstanding the submitted information, before the commencement of the development hereby permitted beyond oversite, the approval of the Local Planning Authority is required to a scheme of landscaping and tree planting for the site indicating, inter alia, the number, species, heights on planting and positions of all the trees, together with details of post planting maintenance. Such scheme as is approved by the Local Planning Authority shall be carried out, in its entirety, within a period of twelve months, beginning with the date on which development is commenced. All trees, shrubs and bushes shall be maintained by the owner or owners of the land on which they are situated for the period of five years, beginning with the date of completion of the scheme, and during that period all losses shall be made good, as and when necessary.

Note: The applicant is recommended to employ a qualified and experienced landscape designer to produce a landscaping scheme for the development.

Reason: To ensure that the development is adequately landscaped, in the interests of its visual amenity and that of the area in which it is set. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policy SG18 of the South Holland Local Plan, 2006.

6 Notwithstanding the submitted information, prior to its installation, details of the proposed boundary treatment, including a schedule of materials and details of the size and species of any hedging shall be submitted to, and approved in writing, by the Local Planning Authority, and the details so approved shall be implemented in full, before the development is first brought into use.

Reason: In the interests of the character and appearance of the development and the visual amenity of the area in which it is set.
This Condition is imposed in accordance with Policy SG14 of the South Holland Local Plan, 2006.

7 The development hereby permitted shall not be commenced until a scheme to deal with any contamination of land or pollution of controlled waters has been submitted to, and approved in writing, by the Local Planning Authority (LPA), and until the measures approved in that scheme have been implemented. The scheme shall include all of the following measures:
i) a desk-top study carried out to identify and evaluate all potential sources of contamination and the impacts on land and/or controlled waters, relevant to the site. The desk-top study shall establish a 'conceptual site model' and identify all plausible pollutant linkages. Furthermore, the assessment shall set objectives for intrusive site investigation works/Quantitative Risk Assessment, (or state if none required). Two full copies of the desk- top study and a non-technical summary shall be submitted to the LPA, without delay, upon completion.
ii) if identified as being required, following the completion of the desk-top study, a site investigation shall be carried out to fully and effectively characterise the nature and extent of any land contamination and/or pollution of controlled waters. It shall specifically include a risk assessment that adopts the Source-Pathway-Receptor principle, in order that any

potential risks are adequately assessed, taking into account the sites existing status and proposed new use. Two full copies of the site investigation and findings shall be forwarded to the LPA, without delay, upon completion.
iii) thereafter, a written method statement detailing the remediation requirements for land contamination and/or pollution of controlled waters affecting the site shall be submitted to and approved, in writing, by the LPA, and all requirements shall be implemented and completed to the satisfaction of the LPA. No deviation shall be made from this scheme. If during redevelopment, contamination not previously considered is identified, then the LPA shall be notified immediately, and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to, and agreed in writing, by the LPA.
iv) two full copies of a full closure report shall be submitted to, and approved, in writing by the LPA. The report shall provide verification that the required works regarding contamination have been carried out, in accordance with the approved Method Statement(s). Post-remediation sampling and monitoring results shall be included in the closure report, to demonstrate that the required remediation has been fully met.

Note: The applicant is advised that the phased risk assessment required by the Contaminated Land Scheme Condition should be carried out, in accordance with the procedural guidance of the Environmental Protection Act 1990 Part 11A.
The applicant's attention is also drawn to the document entitled "Developing Land Within Lincolnshire - A guide to submitting planning applications to develop land that may be contaminated", which can be obtained through the Local Environmental Health Department.

Reason: To assess whether the site is polluted, and to address any pollution to ensure a satisfactory development. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policy SG13 of the South Holland Local Plan, 2006.

8 Prior to the commencement of the development hereby permitted beyond oversite, a plan illustrating all areas of publicly accessible open space shall be submitted to and approved in writing by the Local Planning Authority. The areas so approved shall be laid out and made available for use in accordance with a specification and phasing that shall first be agreed in writing by the Local Planning Authority, and shall thereafter be so maintained.

Reason: To ensure that adequate open space provision is made available for the occupiers of the development hereby permitted and that provision is made for the management and maintenance of the open space.
This Condition is imposed in accordance with Policies SG14 and HS11 of the South Holland Local Plan, 2006.

9 A management plan for the areas of publicly accessible open space and any outdoor play areas, including management responsibilities and maintenance schedules, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted beyond oversite. The management of these areas shall be carried out in accordance with the details so approved.

Reason: To ensure that adequate open space provision is made available for the

occupiers of the development hereby permitted and that provision is made for the management and maintenance of the open space.
This Condition is imposed in accordance with Policies SG14 and HS11 of the South Holland Local Plan 2006.

10 An equipped children's play areas shall be provided within the site. The timing of the implementation, location, detailed design, layout, specification of the equipment, and the management and maintenance regime of the play area shall be submitted to and approved in writing by the Local Planning Authority. The play area shall be provided in accordance with the details so approved, and thereafter so maintained.

Reason: To ensure that adequate play provision is made for the occupiers of the development hereby permitted and that the facility is adequately managed and maintained.
This Condition is imposed in accordance with Policies SG14 and HS11 of the South Holland Local Plan, 2006.

11 Before the commencement of development hereby permitted, details of the landscape management and maintenance schedule for any areas of incidental open space, refuse/recycling collection points and parking courts/private drives, shall be submitted to, and approved in writing, by the Local Planning Authority. Thereafter these areas shall be maintained in accordance with the approved details.

Reason: To ensure that provision is made for the management and maintenance of any communal areas. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG1 and HS11 of the South Holland Local Plan 2006.

12 The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) and in particular the following mitigation measures:
i) Finished floor levels are set at 3.2m above Ordnance Datum (AOD);
ii) The dwellings shall be two storey;
iii) The eventual occupiers will sign on to the Environment Agency's Floodline Warnings Direct Service.

Reason: To reduce the risk of flooding to the proposed development and future occupants.
This Condition is imposed in accordance with Section 10 of the National Planning Policy Framework, March 2012.

13 Before each dwelling is occupied the roads and/or footways providing access to that dwelling, for the whole of its frontage, from an existing public highway, shall be constructed to a specification to enable them to be adopted as highways maintainable at the public expense, less the carriageway and footway surface courses. The carriageway and footway surface courses shall be completed within three months from the date upon which the erection is commenced of the penultimate dwelling (or other development as specified).

Reason: To ensure safe access to the site and each dwelling/building in the interests of

residential amenity, convenience and safety.
This Condition is imposed in accordance with Policies SG14 and SG15 of the South Holland Local Plan, 2006.

14 No dwellings shall be commenced before the first 50 metres of estate road from its junction with High Road, including visibility splays, has been completed.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site and to enable calling vehicles to wait clear of the carriageway of High Road. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG14 and SG15 of the South Holland Local Plan, 2006.

15 Before any dwelling is commenced, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted and approved by the local planning authority.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG14 and SG15 of the South Holland Local Plan, 2006.

16 Development shall not be commenced until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. Those parts of the approved Travel Plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: In order that the local planning authority conforms to the requirements of the National Planning Policy Framework, a Travel Plan has been conditioned to ensure that access to the site is sustainable and reduces dependency on the car. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG14 and SG15 of the South Holland Local Plan, 2006.

17 No development shall take place until a surface water drainage scheme for the site, based on sustainable urban drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority.
The scheme shall:
a) Provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;

b) Provide attenuation details and discharge rates which shall be restricted to 1.4 litres per second per hectare;
c) Provide details of the timetable for and any phasing of implementation for the drainage scheme; and
d) Provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.
The development shall be carried out in accordance with the approved drainage scheme and no dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full in accordance with the approved details.

Reason: To ensure that the site is adequately drained, to avoid pollution, and to prevent increased risk of flooding. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG11 and SG12 of the South Holland Local Plan, 2006 and national guidance contained in Section 10 of the National Planning Policy Framework, 2012.

18 A detailed scheme of construction management to minimise disturbance during the construction process through noise, dust, vibration and smoke shall be submitted to, and approved in writing by the Local Planning Authority, before the development commences, and the construction process shall be carried out in accordance with the scheme so approved.

Reason: In the interests of the amenity of local residents. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policy SG17 of the South Holland Local Plan, 2006.

19 Details of the precautions to be taken to prevent the deposit of mud on public highways by vehicles travelling from the site during construction of the development, shall be submitted to, and approved in writing by the Local Planning Authority, before the development commences. These facilities shall include the provision of wheel washing facilities, where considered necessary by the Local Planning Authority. These precautions shall be made available before commencement of the construction of the development, and be kept available and in full working order, until such time as the Local Planning Authority agrees, in writing to their withdrawal, or the completion of the development.

Reason: In the interests of highway safety during the construction process. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG15 and SG17 of the South Holland Local Plan, 2006.

20 No development shall commence until a foul water drainage strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so

approved unless otherwise approved in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding. This condition is imposed in accordance with Policies SG12 and SG14 of the South Holland Local Plan, 2006.

21 No development shall take place until a written scheme of archaeological investigation has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the following and should be in accordance with the archaeological brief supplied by the Lincolnshire County Council Historic Environment advisor on behalf of the Local Planning Authority:

1. An assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements).
2. A methodology and timetable of site investigation and recording
3. Provision for site analysis
4. Provision for publication and dissemination of analysis and records
5. Provision for archive deposition
6. Nomination of a competent person/organisation to undertake the work
7. The scheme to be in accordance with the Lincolnshire Archaeological Handbook.

The archaeological site work shall only be undertaken in accordance with the approved written scheme.

Reason: To ensure the preparation and implementation of an appropriate scheme of archaeological mitigation in accordance with national guidance contained in Section 12 of the National Planning Policy Framework, 2012. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.

22 The applicant shall notify the Lincolnshire County Council Historic Environment Department in writing of the intention to commence at least fourteen days before the start of archaeological work required in connection with Condition 21 above in order to facilitate adequate monitoring arrangements.

Reason: To ensure satisfactory archaeological investigation and retrieval of archaeological finds in accordance with national guidance contained in Section 12 of the National Planning Policy Framework, 2012.

23 A copy of the final report required in connection with Condition 21 above shall be submitted within three months of the work being carried out to the Local Planning Authority and the Lincolnshire Historic Environment Record. The material and paper archive required as part of the written scheme of investigation shall be deposited with an appropriate archive in accordance with guidelines published in The Lincolnshire Archaeological Handbook.

Reason: To ensure satisfactory arrangements are made for the recording of possible archaeological remains in accordance with national guidance contained in Section 12 of the National Planning Policy Framework, 2012.

Notes:

The Local Planning Authority has acted positively and proactively in determining this application by assessing it against all material considerations, including national guidance, planning policies and representations that have been received during the public consultation exercise, and by identifying matters of concern within the application and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal.

This decision notice, the relevant accompanying report and the determined plans can be viewed online at http://planning.sholland.gov.uk/OcellaWeb/planningSearch

This planning permission is subject to an Agreement under Section 106 of the Town & Country Planning Act 1990 dated 19 July 2018 and can only be implemented as a consequence of meeting the provisions of that Agreement.

The applicant is advised that outline planning permission has been granted for residential development and that all matters are reserved for subsequent approval, including the number of plots.

The development hereby permitted will require the provision of a new vehicular access crossing. Applicants are requested to contact the Local Highway Authority's Divisional Office at Pode Hole - (via call centre Tel: 01522 782070) prior to the commencement of any works within the public highway.

The applicant's attention is drawn to advice from South Holland Internal Dainage Board dated 12 February 2016.



Phil Norman
Planning and Building Control Manager
South Holland District Council

BUILDING REGULATIONS:
This decision refers only to planning permission as granted under the Town and Country Planning Act 1990. The works that you are proposing may also require Building Regulations and this planning permission does not give authority under Building Regulations to commence work. Please contact the Building Control section for further information on 01775 764557 or bcadmin@sholland.gov.uk

RIGHTS OF APPEAL

Appeals to the Secretary of State

If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or grant consent subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990 or Section 20 of the Planning (Listed Building and Conservation Areas) Act 1990.

Timescales for appealing

The deadlines for appeals are calculated from the **date of decision** and are as follows for the types of applications below:

12 Weeks	6 Months	8 Weeks
Householder Applications	Planning Permission	Consent to Display Adverts
Minor Commercial Development	Listed Building Consent	
Agricultural Determinations	Other Prior Approval Applications	
Householder Prior Approval Applications		

Enforcement Notices

If an enforcement notice was served prior to the planning application being determined then the deadline for appealing is 28 days from the date of the **planning refusal**

If an enforcement notice is served after the planning application is determined then the deadline for appealing is 28 days from the date of the **enforcement notice** OR **the timescales stated above for each application type** from the date of the planning refusal - whichever is sooner.

All appeals must be made using an Appeal Form which you can get from The Planning Inspectorate at Temple Quay House, 2 The Square, Bristol, BS1 6PN (tel: 0303 444 5000) or you can submit your appeal online at:

http://www.planningportal.gov.uk/planning/appeals/online/makeanappeal

The Secretary of State can allow a longer period for giving notice of an appeal but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the

provisions of the development order and to any directions given under the order. In practice the Secretary of State does not refuse to consider appeals solely because the Local Planning Authroity based its decision on a direction given by him.

For detailed information on appeals, appeal types and guidance on the appeals process please visit:

http://www.planningportal.gov.uk/planning/appeals/planningappeals

Purchase Notices

If either the Local Planning Authority or the Secretary of State refuses permission to develop land or grant it subject to conditions the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of the Part VI of the Town and Country Planning Act 1990 or Section 32 of the Planning (Listed Building and Conservation Areas) Act 1990.

Compensation

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him.

These circumstances are set out in Section 114 and related provisions of the Town and Country Planning Act 1990 and Section 27 of the Planning (Listed Building and Conservation Areas) Act 1990.

APPENDIX E – LINK COUNT SURVEY RESULTS (2 MARCH 2020)

TRAFFIC COUNT SURVEY ALONG HIGH ROAD, WESTON (02.03.20 – 0800 to 0900 HOURS)

EASTBOUND ←	→ WESTBOUND
𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 | XXX	𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 ||| × ××× * O

X = Bus
* = HGV
O = Tractor

TRAFFIC COUNT SURVEY ALONG HIGH ROAD, WESTON (02.03.20 – 0800 to 0900 HOURS)

EASTBOUND ←	→ WESTBOUND
Turned Right out of Wimberley Close	Turned Left out of Broadgate
𝍸	𝍸 𝍸 𝍸 𝍸 𝍸 |||
Turned Right into Broadgate	Turned Left into Wimberley Close
𝍸	𝍸

APPENDIX F – SPEED SURVEY RESULTS AND VISIBILITY SPLAY CALCULATORS

observed speed mph	no. of readings n	n×x	$n \times x^2$
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	2	42	882
22	3	66	1452
23	4	92	2116
24	4	96	2304
25	3	75	1875
26	4	104	2704
27	5	135	3645
28	10	280	7840
29	8	232	6728
30	8	240	7200
31	5	155	4805
32	11	352	11264
33	13	429	14157
34	2	68	2312
35	6	210	7350
36	4	144	5184
37	2	74	2738
38	0	0	0
39	1	39	1521
40	1	40	1600
41	1	41	1681
42	0	0	0
43	1	43	1849
44	1	44	1936
45	0	0	0
46	0	0	0
47	0	0	0
48	1	48	2304
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n =	Σv =	Σv² =
Total Σ	100	3049	95447

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **High Road, Weston**
direction: **Eastbound**
day: **Monday**
date **02.03.2020**
time: **0900 to 1145**

SUMMARY

mean	30.49 mph	49.2 kph
85%ile	35.37 mph	57.1 kph

Step 1:
Mean speed

$$m = \frac{\sum v}{n}$$

$m =$ 30.49 **mph**

Step 2:
Finding Value ∑

$$\sum(v\text{-}m)^2 = \sum v^2 - \frac{(\sum v^2)}{n}$$

$\sum (v - m)^2 =$ 2482.99

Step 3:
Standard deviation

$$s = \sqrt{\frac{\sum(v-m)^2}{n-1}}$$

$s =$ 4.88 **mph**

Step 4:
85 percentile dry weather spot speed

$$p85 = m + s$$

$p =$ 35.37

checks: 85%ile/mean = 1.16
should be 1.1 to 1.25

S.D./mean = 0.16
should be approx 1/6 (0.17)

HIGH ROAD, WESTON - EASTBOUND SPEED SURVEY RESULTS

observed speed mph	no. of readings n	n×x	$n \times x^2$
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	2	44	968
23	1	23	529
24	4	96	2304
25	8	200	5000
26	5	130	3380
27	5	135	3645
28	12	336	9408
29	11	319	9251
30	4	120	3600
31	11	341	10571
32	5	160	5120
33	6	198	6534
34	7	238	8092
35	4	140	4900
36	4	144	5184
37	2	74	2738
38	2	76	2888
39	2	78	3042
40	1	40	1600
41	0	0	0
42	0	0	0
43	2	86	3698
44	1	44	1936
45	1	45	2025
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n =	Σv =	Σv² =
Total Σ	100	3067	96413

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **High Road, Weston**
direction: **Westbound**
day: **Monday**
date **02.03.2020**
time: **0900 to 1145**

SUMMARY

mean	30.67 mph	49.5 kph
85%ile	35.41 mph	57.2 kph

Step 1:
Mean speed

$$m = \frac{\sum v}{n}$$

m = 30.67 **mph**

Step 2:
Finding Value ∑

$$\sum (v\text{-}m)^2 = \sum v^2 - \frac{(\sum v^2)}{n}$$

$\sum (v - m)^2$ = 2348.11

Step 3:
Standard deviation

$$s = \sqrt{\frac{\sum (v-m)^2}{n-1}}$$

s = 4.74 **mph**

Step 4:
85 percentile dry weather spot speed

$$p85 = m + s$$

p = 35.41

checks: 85%ile/mean = 1.15
should be 1.1 to 1.25

S.D./mean = 0.15
should be approx 1/6 (0.17)

HIGH ROAD, WESTON - WESTBOUND SPEED SURVEY RESULTS

Vehicle speeds	**35.37**	mph				
	56.91	kph				
	15.81	v (m/s)				
	249.91	v^2				
Driver Perception-Reaction time	**1.5**	t (s)				
	23.71	v x t				
Deceleration Rate	**0.45**	g				
	4.41	d (m/s)				
	8.83	2d				
Gradient	**0.00**	a*				
	4.41	d+0.1a				
	8.829	2(d+0.1a)				
	v t		+	v^2 / 2(d+0.1a)	=	SSD
Stopping Sight Distance (SSD) =	**23.71**		+	**28.31**	=	**52.02**
SSD Bonnet Adjusted (SSD+2.4)**	**54.42**					

Formula: $SSD = vt + v^2/2(d+0.1a)$

	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate ($g = 9.81 m/s^2$)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 3 - VISIBILITY SPLAY CALCULATOR: HIGH ROAD, WESTON (EASTBOUND)

Vehicle speeds	**35.41**	mph				
	56.98	kph				
	15.83	v (m/s)				
	250.49	v^2				
Driver Perception-Reaction time	**1.5**	t (s)				
	23.74	v x t				
Deceleration Rate	**0.45**	g				
	4.41	d (m/s)				
	8.83	2d				
Gradient	**0.00**	a*				
	4.41	d+0.1a				
	8.829	2(d+0.1a)				
	v t		+	v^2 / 2(d+0.1a)	=	SSD
Stopping Sight Distance (SSD) =	**23.74**		+	**28.37**	=	**52.11**
SSD Bonnet Adjusted (SSD+2.4)**	**54.51**					

Formula: $SSD = vt + v^2/2(d+0.1a)$

	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate ($g = 9.81 m/s^2$)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 4 - VISIBILITY SPLAY CALCULATOR: HIGH ROAD, WESTON (WESTBOUND)

APPENDIX G – DFT TRAFFIC COUNT DATA (A515)

year	road_type	start_junction_road_name	end_junction_road_name	all_motor_vehicles
2018	major	A16(T)	A17	13754
2017	major	A16(T)	A17	13707
2016	major	A16(T)	A17	13587
2015	major	A16(T)	A17	13277
2014	major	A16(T)	A17	13119
2013	major	A16(T)	A17	13075
2012	major	A16(T)	A17	13054
2011	major	A16(T)	A17	12455
2010	major	A16(T)	A17	12483
2009	major	A16(T)	A17	12595
2008	major	A16(T)	A17	12705
2007	major	A16(T)	A17	10220
2006	major	A16(T)	A17	12800
2005	major	A16(T)	A17	13557
2004	major	A16(T)	A17	13212
2003	major	A16(T)	A17	12915
2002	major	A16(T)	A17	10363
2001	major	A16(T)	A17	12565
2000	major	A16(T)	A17	12469

APPENDIX H – DFT TRAFFIC COUNT DATA (A16)

year	road_type	start_junction_road_name	end_junction_road_name	all_motor_vehicles
2018	major	A151	A152	20319
2017	major	A151	A152	20209
2016	major	A151	A152	20004
2015	major	A151	A152	19606
2014	major	A151	A152	18179
2013	major	A151	A152	18105
2012	major	A151	A152	18017
2011	major	A151	A152	18082
2010	major	A151	A152	18136
2009	major	A151	A152	17950
2008	major	A151	A152	18178
2007	major	A151	A152	18569
2006	major	A151	A152	18340
2005	major	A151	A152	18267
2004	major	A151	A152	17874
2003	major	A151	A152	17684
2002	major	A151	A152	13510
2001	major	A151	A152	13176
2000	major	A151	A152	12763

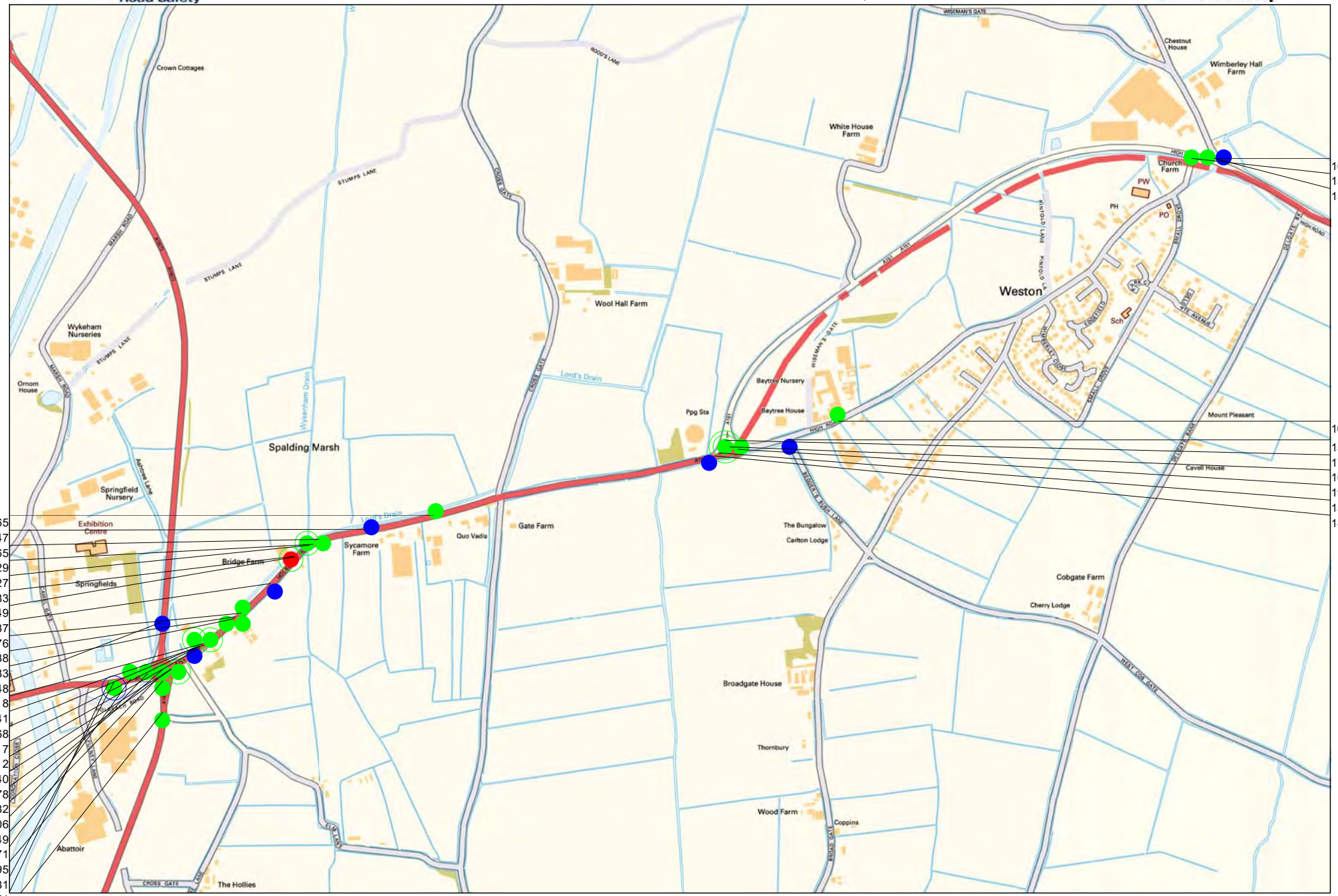
APPENDIX I – PERSONAL INJURY ACCIDENT DATA (31 DECEMBER 2014 TO 31 DECEMBER 2019)

Date Printed - 03/04/2020

The LINCOLNSHIRE ROAD SAFETY Partnership

Weston Area 5 yrs Collisions (to 31/12/2019)

Data up to - 31/12/2019



160381591
150011746
150009100
160203345
150043197
170156807
160051757
190624813
150098914
180192421

170014365
180449547
160068965
150054629
150104327
160260883
160004049
190660937
150014476
190430938
190164883
150097748
160031418
170176341
160360268
150010417
160396512
150075440
160036178
190242382
150002306
150017949
170387071
180219095
170437931
180170151
160217598

Fatal Injury
Serious Injury
Slight Injury

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170176341

Road Number : A151 GRID REF: 526687,323925 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING- A151 HOLBEACH ROAD (GRID REF:5258722, 3237294).

DESCRIPTION : V1 WAS TRAVELLING ALONG A151 TOWARDS WESTON. THE RIDER OF V1, AN ASSISTED PEDAL CYCLE, WAS DRUNK AND FELL OFF ONTO THE PAVEMENT.

DATE : 28/04/2017 - Friday TIME: 1130

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Other - Please specify below
2.
3.
4.
5.
6.

VEHICLES:

1 Pedal Cycle Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng
Driver: Female 45 Breath Test: Not Applicable

CASUALTIES:

1 Driver 45 Female Slight In Vehicle 1

DATE PRINTED: 03/04/2020

CURRENT DATADATE: 31/12/2019

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150002306

Road Number : A151 GRID REF: 526530,323846 SPEED LIMIT: 40
Road 2 Number : A16

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING- JUNCTION OF A151 AND A16 (GRID REF: 526570, 3238540).

DESCRIPTION : V1 HAS BEEN AT THE MACDONALDS ROUNDABOUT ON THE A151 AT THE JUNCTION OF THE ROUNDABOUT WAITING TO GO STRAIGHT OVER THE ROUNDABOUT GIVING WAY TO TRAFFIC ON THE RIGHT, V2 HAS BEEN STRUCK FROM BEHIND WHILST STATIONARY BY ANOTHER VEHICLE.

DATE : 12/01/2015 - Monday TIME: 800

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine With High Winds

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.
2.
3.
4.
5.
6.

VEHICLES:

1 Car Waitng to go ahead, held up West To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 58 Breath Test: Driver not contcted at time
2 Car Waitng to go ahead, held up West To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 59 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 59 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150017949

Road Number : A151 GRID REF: 526557,323833 SPEED LIMIT: 60
Road 2 Number : A16

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING- JUNCTION OF A151 AND A16 (GRID REF: 5258722, 3237294).

DESCRIPTION : DRIVER OF V1 WAS HEAVILY INTOXICATED AND HAS MISJUDGED ENTRY TO ROUNDABOUT. HE HAS MOUNTED THE ROUNDABOUT AND CAUSED EXTENSIVE DAMAGE TO BOTH VEHICLE AND STRUCTURE OF ROUNDABOUT.

DATE : 04/04/2015 - Saturday TIME: 2200

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Impaired by alcohol
2.
3.
4.
5.
6.

VEHICLES:

1 Goods vehicle 7.5 tonnes mgw and over Going ahead left hand bend West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40 Breath Test: Failed to Provide

CASUALTIES:

1 Driver 40 Male Slight In Vehicle 1

DATE PRINTED: 03/04/2020

CURRENT DATADATE: 31/12/2019

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150010417

Road Number : A151 GRID REF: 526666,323918 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING- A151 HOLBEACH ROAD (GRID REF: 526651, 323945).

DESCRIPTION : V1 HAS LEFT THE JUNCTION COLLIDING INTO V2.

DATE : 21/02/2015 - Saturday TIME: 1551

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Other Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Dazzling sun
2.V1 Very Likely Failed to look properly
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 65 Breath Test: Negative
2 Car Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 69 Breath Test: Negative

CASUALTIES:

1 Driver 65 Male Slight In Vehicle 1
2 Driver 69 Male Slight In Vehicle 2
3 Veh Passenger Female Slight In Vehicle 1

DATE PRINTED: 03/04/2020

CURRENT DATADATE: 31/12/2019

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150075440

Road Number : A16 GRID REF: 526595,323858 SPEED LIMIT: 60
Road 2 Number : A151

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING- JUNCTION OF SPALDING BYPASS AND HOLBEACH ROAD (GRID REF: 526567, 323854).

DESCRIPTION : V1 DRIVER HAS BEEN BEHIND V2 WHEN HER SAT-NAV HAS FALLEN FROM THE WINDSCREEN, SHE HAS LENT FORWARDS TO PICK IT UP AND RUN INTO THE REAR OF V2.

DATE : 05/08/2015 - Wednesday TIME: 1345

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Distraction in vehicle
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 64 Breath Test: Negative
2 Goods vehicle 7.5 tonnes mgw and over Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 47 Breath Test: Negative

CASUALTIES:

1 Driver 64 Female Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150097748

Road Number : A16 GRID REF: 526568,323987 SPEED LIMIT: 60
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : SPALDING- A16 (GRID REF: 526567, 323854).

DESCRIPTION : V3 STATIONARY IN TRAFFIC. V2 OVERTOOK V1 AND HAS THEN BECOME STATIONARY IN TRAFFIC BEHIND V3. V1 HAS THEN COLLIDED IN THE REAR OF V2 WHICH HAS THEN CRASHED INTO THE REAR OF V3. V2 HAS THEN GONE ACROSS THE HIGHWAY AND GONE UP THE ROAD BARRIER. V1 HAS TIPPED ONTO ITS SIDE.

DATE : 25/09/2015 - Friday TIME: 1130

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Failed to look properly
2.V1 Possible Distraction outside vehicle
3.
4.
5.
6.

VEHICLES:

1 Agricultural vehicle(includes diggers etc) Going ahead North To South Jack-Knified & Overturned Driver: Male 61 Breath Test: Not provided(Medical reasons)
2 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 20 Breath Test: Negative
3 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 62 Breath Test: Negative

CASUALTIES:

1 Driver 61 Male Serious In Vehicle 1
2 Driver 20 Male Slight In Vehicle 2

DATE PRINTED: 03/04/2020

CURRENT DATADATE: 31/12/2019

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160031418

Road Number : A151 GRID REF: 526681,323927 SPEED LIMIT: 40
Road 2 Number : D

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A151 AT JUNCTION WITH MCDONALDS

DESCRIPTION : V2 TURNED LEFT ONTO THE A151 HOLBEACH ROAD FROM A16 AND HAD HIS LEFT INDICATOR ON. HE CARRIED ON TOWARDS HOLBEACH AND HIS SPEED WAS ABOUT 30MPH. VEH 1 WAS COMING OUT OF THE JUNCTION FROM MCDONALDS. HE STOPPED AT JUNCTION SAW IT WAS CLEAR FROM LEFT AND WHEN HE LOOKED RIGHT SAW VEH 2 COMING WITH ITS LEFT INDICATOR ON. THOUGHT VEH 2 WAS TURNING SO PULLED OUT BUT THEN REALISED IT WASNT BUT THEN VEH 2 HIT VEH 1.

DATE : 18/02/2016 - Thursday TIME: 1334

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to judge other person's path or speed
2.V2 Very Likely Failed to signal/ Misleading signal
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right North To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 44 Breath Test: Negative
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 81 Breath Test: Negative

CASUALTIES:

1 Driver 81 Male Slight In Vehicle 2
2 Veh Passenger 90 Female Slight In Vehicle 2
3 Veh Passenger 10 Female Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160036178

Road Number : A151 GRID REF: 526594,323857 SPEED LIMIT: 40
Road 2 Number : A16

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : WESTBOUND ENTERING ROUNDABOUT FROM A151 HOLBEACH ROAD IN NEAR SIDE LANE. (GRID REFS - 526655:323945)

DESCRIPTION : V2 ENTERING ROUNDABOUT IN NEARSIDE LANE, ACCELERATING AND THEN COMES TO A STOP. UPON DOING SO, V1 HAS DRIVEN INTO REAR OF V2.

DATE : 24/02/2016 - Wednesday TIME: 1532

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Following too close
2.V1 Very Likely Failed to judge other person's path or speed
3.V2 Very Likely Nervous/Uncertain/ Panic
4.
5.
6.

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 24 Breath Test: Negative
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 55 Breath Test: Negative

CASUALTIES:

1 Driver 24 Female Slight In Vehicle 1
2 Driver 55 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160360268

Road Number : A151 GRID REF: 526672,323922 SPEED LIMIT: 40
Road 2 Number : X

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : HOLBEACH ROAD AT JUNCTION WITH MCDONALDS. SPALDING

DESCRIPTION : V1 HAS PULLED OUT OF MCDONALDS JUNCTION BELIEVING THAT V2 WAS INDICATING TO TURN INTO THE JUNCTION. V1 HAS COLLIDED INTO THE SIDE OF V2.

DATE : 08/11/2016 - Tuesday TIME: 1715

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly
2.
3.
4.
5.
6.

VEHICLES:

1 Car Turning Left North To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 23 Breath Test: Negative
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 33 Breath Test: Negative

CASUALTIES:

1 Driver 33 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160396512

Road Number : A151 GRID REF: 526673,323916 SPEED LIMIT: 40
Road 2 Number : X

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : MCDONALDS JUNCTION ONTO HOLBEACH ROAD, SPALDING.

DESCRIPTION : V1 HAS PULLED OUT OF THE JUNCTION INTO THE PATH OF V2.

DATE : 02/12/2016 - Friday TIME: 1552

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Disobeyed Give Way or Stop sign or markings
2.V2 Possible Failed to signal/ Misleading signal
3.
4.
5.
6.

VEHICLES:

1 Car Waiting to turn Right North To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 32 Breath Test: Negative
2 Car Going ahead North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 41 Breath Test: Negative

CASUALTIES:

1 Driver 32 Male Serious In Vehicle 1
2 Driver 41 Male Serious In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170387071

Road Number : A151 GRID REF: 526483,323831 SPEED LIMIT: 30
Road 2 Number : A16

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : OPPOSITE BUSH TYRES, ROUNDABOUT, A151

DESCRIPTION : V1 HAS COLLIDED WITH REAR OFFSIDE OF V2 WITH THE FRONT NEAR SIDE OF ITS CAR

DATE : 08/09/2017 - Friday TIME: 1550

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Inexperienced or learner driver/rider
2.
3.
4.
5.
6.

VEHICLES:

1 Car Changing Lane to Right North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male
18 Breath Test: Not Requested
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 24
Breath Test: Not Requested

CASUALTIES:

1 Driver 24 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170437931

Road Number : A151 GRID REF: 526438,323823 SPEED LIMIT: 30
Road 2 Number : A16

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A16 BUSH TYRES TO NEARSIDE.

DESCRIPTION : V2 TRAVELLING A17 WAITING TO GO STRAIGHT OVER ROUNDABOUT TOWARDS HOLBEACH ROAD SPALDING WHEN V1 COLLIDED INTO REAR OF V2

DATE : 05/10/2017 - Thursday TIME: 800

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Failed to look properly
2.V1 Possible Failed to judge other person's path or speed
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Not known
Breath Test: Driver not contcted at time
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 40
Breath Test: Not Requested

CASUALTIES:

1 Driver 40 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180170151

Road Number : A151 GRID REF: 526423,323822 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : HOLBEACH ROAD. OPPOSITE LANSEN NURSERY

DESCRIPTION : V2 HAS BEEN TRAVELLING ALONG HOLBEACH ROAD WITH V1 BEHIND. V2 HAS BRAKED SO 1 HAS ALSO BRAKED AND CLIPPED A CAT'S EYE CAUSING V1 TO LOSE CONTROL, FALL OVER AND SKID ALONG THE ROAD

DATE : 16/04/2018 - Monday TIME: 110

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Poor or defective road surface
2.V1 Possible Slippery road (due to weather)
3.V2 Possible Sudden braking
4.
5.
6.

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Stopping West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 36 Breath Test: Negative
2 Car Stopping West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 24 Breath Test: Negative

CASUALTIES:

1 Driver 36 Male Serious In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180219095

Road Number : A16 GRID REF: 526572,323825 SPEED LIMIT: 60
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING BYPASS

DESCRIPTION : V1 HAS V2 V3 HAVE BEEN TRAVLLING ON A BUSY MAIN ROAD TOWARDS A ROUNDABOUT, V2 AND V3 STATIC IN A LINE OF TRAFFIC WAITING TO PROCEDE, V1 HAS DRIVEN INTO THE REAR OF V2 CAUSING IT TO COLLIDE WITH 3 CAUSING DAMAGE

DATE : 14/05/2018 - Monday TIME: 930

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 84 Breath Test: Negative
2 Car Waitng to go ahead, held up South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40 Breath Test: Not Requested
3 Car Waitng to go ahead, held up South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 56 Breath Test: Not Requested

CASUALTIES:

1 Driver 56 Female Slight In Vehicle 3

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190242382

Road Number : A16 GRID REF: 526570,323856 SPEED LIMIT: 60
Road 2 Number : A151

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : ROUNDABOUT A16/A151 SPALDING

DESCRIPTION : BOTH VEH TRAVELLING SOUTHBOUND ON THE A16 SPALDING AND WERE ABOUT TO NEGOTIATE THE ROUNDABOUT WITH THE A151. V1 APPROACHED ROUNDABOUT INCORRECTLY IN THE OFFSIDE FILTER LANE TO GO STRAIGHT AHEAD AND CONTINUE STRAIGHT ON THE A16. V2 APPORACHED THE ROUNDABOUT INCORRECTLY IN THE NEARSIDE FILTER TO GO RIGHT (THIRD EXIT) ONTO HOLBEACH ROAD, SPALDING. BOTH VEH HAVE ENTERED THE ROUNDABOUT AT THE SAME TIME AND HAVE TRIED TO CORRECT ONTO THEIR RESPECTIVE EXIT LANES. THIS HAS NOW RESULTED IN BOTH VEH'S COLLIDING INTO ONE ANOTHER AT VERY LOW SPEED WHICH IN TURN HAS CAUSED THE MOTORCYCLE TO TOPPLE ONTO ITS NEARSIDE. ONLY THE MOTORCYCLIST WAS INJURED AS THEY SUFFERED A MINOR BRUISE TO HER LEFT THIGH WHEN SHE HAS LANDED.

DATE : 12/05/2019 - Sunday TIME: 1555

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Poor turn or manoeuvre
2.V2 Very Likely Poor turn or manoeuvre
3.
4.
5.
6.

VEHICLES:

1 Motor cycle - cc unknown Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Not known 45 Breath Test: Negative
2 Car Turning Right North To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 52 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 53 Female Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160068965

Road Number : A151 GRID REF: 527000,324213 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : HOLBEACH ROAD, SPALDING [GRID REF E526998 N324219]

DESCRIPTION : VEHICLE 001 TRAVELLING GENERALLY EASTWARD FAILED TO NEGOTIATE OFFSIDE BEND. LEFT ROAD TO OFFSIDE AND COLLIDED WITH TREE CAUSING EXTENSIVE DAMAGE TO VEHICLES NEARSIDE.

DATE : 29/03/2016 - Tuesday TIME: 2234

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Slippery road (due to weather)
2.V1 Very Likely Travelling too fast for conditions
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead rght hand bend West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 29 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 29 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170014365

Road Number : A151 GRID REF: 527314,324280 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : OUTSIDE OF LANSEN NURSEY, SPALDING

DESCRIPTION : V2 WAS WAITING ON THE MAIN ROAD IN A STATIONARY POSITION SIGNALLING TO TURN RIGHT INTO LANSEN NURSERY. V1 HAS FAILED TO SEE V2 STOPPING/STATIONARY AND HAS EITHER NO BRAKED HARD ENOUGH OR AT ALL CAUSING V1 TO COLLIDE WITH REAR OF V2.

DATE : 11/01/2017 - Wednesday TIME: 748

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Careless/Reckless/In a hurry
2.V1 Possible Distraction in vehicle
3.V1 Very Likely Failed to judge other person's path or speed
4.V1 Possible Failed to look properly
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 27 Breath Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 26 Breath Test: Negative

CASUALTIES:

1 Driver 26 Male Slight In Vehicle 2
2 Veh Passenger 23 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180449547

Road Number : A151 GRID REF: 527127,324241 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : JUST AFTER BEND

DESCRIPTION : CAR HAS EITHER HIT CYCLIST OR CYCLIST HAS FELL INTO PATH OF CAR

DATE : 19/09/2018 - Wednesday TIME: 2030

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Cyclist entering road from pavement
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South East To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male
60 Breath Test: Negative

CASUALTIES:

1 Pedestrian 37 Female Serious In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150014476

Road Number : A151 GRID REF: 526787,324011 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING- A151 OUTSIDE LANSEN NURSERY LTD (GRID REF: 527456, 324312).

DESCRIPTION : V1 TRAVELLING BEHIND V2 IN THE DIRECTION OF HOLBEACH, V2 HAS BRAKED AND STATIONARY WHILST WAITING FOR A VEHICLE IN FRONT TO TURN RIGHT INTO THE YARD FOR LANSEN NURSERY. V1 HAS BRAKED AND SKIDDED COLLIDING WITH V2 IN THE REAR.

DATE : 18/03/2015 - Wednesday TIME: 732

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Other Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fog or Mist if a hazard

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Slippery road (due to weather)
2.V1 Possible Following too close
3.V1 Possible Failed to look properly
4.
5.
6.

VEHICLES:

1 Car Going ahead South West To North East Skidding Driver: Female 22 Breath Test: Negative
2 Car Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 48 Breath Test: Negative

CASUALTIES:

1 Driver 22 Female Slight In Vehicle 1
2 Driver 48 Male Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150054629

Road Number : A151 GRID REF: 526983,324200 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING-HOLBEACH ROAD (GRID REF: 525872, 323729) DIRECTION OF TRAVEL UNKNOWN.

DESCRIPTION : V2 STOPPED IN TRAFFIC ON 40MPH LIMIT ON A BEND. V1 HAS CONTINUED AROUND BEND AND COLLIDED WITH REAR OF V2.

DATE : 29/06/2015 - Monday TIME: 1700

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Not known 18 Breath Test: Driver not contcted at time
2 Car Waitng to go ahead, held up East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 23 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 23 Male Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150104327

Road Number : A151 GRID REF: 526972,324197 SPEED LIMIT: 60
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING LINCS. QUARTER MILE PAST MIDLANDS, SPALDING

DESCRIPTION : V001 DRIVING TOWARDS HOLBEACH ON A515 JUST PAS MCDONALDS. PAST RIGHT HAND BEND V002 CAME OUT OF FIELD FROM OFFSIDE. V001MOUNTED KERB TO AVOID THE AGRI VOO2- WHICH WAS EXTENDE OUT WITHOUT A PALLETT. V001 STOPPED AND SPOKE TO DV002 WHO DIDN'T SPEAK ENGLISH. DV001 SPOKE TO FARMER (?) WHO DID NOT WANT TO COMMUNICATE WITH DV001

DATE : 05/10/2015 - Monday TIME: 1600

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V002Very Likely Failed to look properly
2.V002Very Likely Poor turn or manoeuvre
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 51 Breath Test: Not Requested
2 Agricultural vehicle(includes diggers etc) Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Not known Breath Test: Not Requested

CASUALTIES:

1 Driver 51 Male Slight In Vehicle 1
2 Veh Passenger 49 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160004049

Road Number : A151 GRID REF: 526934,324165 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Fatal
POLICE DIVISION : South

LOCATION : HOLBEACH ROAD

DESCRIPTION : VEH 1 IS TRAVELLING ON A151 HOLBEACH TOWARDS SPALDING. VEH 1 HAS LEFT THE CARRIAGEWAY TO THE NEARSIDE AND COLLIDED WITH A TREE CAUSING DEATH OF THE DRIVER.

DATE : 09/01/2016 - Saturday TIME: 311

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Loss of control
2.V1 Possible Fatigue
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead East To West Skidding Driver: Male 31 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 31 Male Fatal In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160260883

Road Number : A151 GRID REF: 526931,324166 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING- A151 (GRID REF: 526987, 324332).

DESCRIPTION : V1 HAS AQUAPLANED AND ENDED UP IN DITCH.

DATE : 02/09/2016 - Friday TIME: 800

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Rain, sleet, snow, or fog
2.V1 Very Likely Road layout (eg bend, hill, narrow carriageway)
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North Overturned Driver: Female 27 Breath Test: Negative

CASUALTIES:

1 Driver 27 Female Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190164883

Road Number : A151 GRID REF: 526767,323996 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : OUTSIDE CASTLEBUILD SCAFFOLDING

DESCRIPTION : V3 HAD BEEN WAITING FOR A VEHICLE TO TURN RIGHT INTO A DRIVEWAY, V2 HAS BEEN WAITING BEHIND V3 V1 HAS THEN GONE INTO THE BACK OF V2

DATE : 01/04/2019 - Monday TIME: 1230

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Careless/Reckless/In a hurry
2.
3.
4.
5.
6.

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 22 Breath Test: Negative
2 Car Waitng to go ahead, held up West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 44 Breath Test: Negative
3 Car Waitng to go ahead, held up West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 56 Breath Test: Negative

CASUALTIES:

1 Driver 44 Male Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190430938

Road Number : A151 GRID REF: 526771,324002 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : JUST BEFORE CASTLE SCAFFOLDING OFFICES

DESCRIPTION : V2 HAS BEEN DRIVEN INTO REAR OF V1

DATE : 13/08/2019 - Tuesday TIME: 855

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V2 Very Likely Careless/Reckless/In a hurry
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 94 Breath Test: Not Requested
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 20 Breath Test: Not Requested

CASUALTIES:

1 Driver 94 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190660937

Road Number : A151 GRID REF: 526867,324093 SPEED LIMIT: 40
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : SINGLE CARRIAGEWAY BETWEEN SPRINGFIELDS ROUNDABOUT AND BAYTREE ROUNDABOUT

DESCRIPTION : VEH WAS IN CRAWLING TRAFFIC TOWARDS SPRINGFIELDS ROUNDABOUYT ON A151 FROM WESTON WHEN A TREE HAS FALLEN ON THE VEHICLE

DATE : 10/12/2019 - Tuesday TIME: 1815

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining With High Winds

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Animal or object in carriageway
2.
3.
4.
5.
6.

VEHICLES:

1 Car Stopping North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 53
Breath Test: Not Requested

CASUALTIES:

1 Driver 53 Male Serious In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150043197

Road Number : A151 GRID REF: 528287,324486 SPEED LIMIT: 30
Road 2 Number : C716

PARISH : WESTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : WESTON- JUNCTION OF HIGH ROAD AND BEGGARS BUSH (GRID REF: 528387, 324547).

DESCRIPTION : APPARENTLY RIDER OF PEDAL CYCLE V1 WAS FOUND AT THE ROUNDABOUT OF HIGH ROAD WESTON AND BEGGARS BUSH LANE HAVING FALLEN OFF HIS BICYCLE. THERE WERE NO OTHER VEHICLES PRESENT, IT APPEARS THAT THE RIDER HAS HIT A PATCH OF GROUND ON TURNING ONTO BEGGARS BUSH LANE FROM HIGH ROAD. RIDER HAS ABSOLUTELY NO RECOLLECTION OF THE INCIDENT AND CANNOT PROVIDE ANY INFORMATION OR ACCOUNT FOR THE INCIDENT.

DATE : 06/06/2015 - Saturday TIME: 1930

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine With High Winds

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.
2.
3.
4.
5.
6.

VEHICLES:

1 Pedal Cycle Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng
Driver: Male 50 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 50 Male Serious In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150098914

Road Number : A151 GRID REF: 528092,324450 SPEED LIMIT: 40
Road 2 Number : A151

PARISH : WESTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : WESTON, SPALDING- HOLBEACH ROAD (NO GRID REF) DIRECTION OF TRAVEL UNKNOWN.

DESCRIPTION : V1, V2 AND V3 HAS ALL BEEN STATIONARY IN A QUEUE AND HAVE DECIDED TO TURN AROUND. AS THEY HAVE TURNED AROUND V3 HAS BEEN IN FRONT OF V2 AND V2 IN FRONT OF V1. V3 HAS BRAKED TO ALLOW SOMEONE ELSE TO TURN AROUND. V2 HAS BRAKED. V1 HAS GONE INTO THE BACK OF V2 WHO IN TURN HAS GONE INTO THE BACK OF V3.

DATE : 25/09/2015 - Friday TIME: 1755

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 48 Breath Test: Driver not contcted at time
2 Car Waitng to go ahead, held up West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 18 Breath Test: Driver not contcted at time
3 Goods vehicle 3.5 tonnes mgw and under Waitng to go ahead, held up West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 59 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 18 Male Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160051757

Road Number : A151 GRID REF: 528124,324467 SPEED LIMIT: 40
Road 2 Number : A151

PARISH : WESTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A151 ROUNDABOUT WITH HIGHROAD WESTON

DESCRIPTION : DRIVER OF V1 WENT STRAIGHT AHEAD INTO ROUNDABOUT MAKING CONTACT WITH CURB AND THEN FLIPPING ONTO ROOF. OCCUPANTS TRAPPED

DATE : 13/03/2016 - Sunday TIME: 202

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fog or Mist if a hazard

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Impaired by alcohol
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead North To South Overturned Driver: Male 21 Breath Test: Positive

CASUALTIES:

1 Driver 21 Male Slight In Vehicle 1
2 Veh Passenger 29 Female Slight In Vehicle 1

DATE PRINTED: 03/04/2020

CURRENT DATADATE: 31/12/2019

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170156807

Road Number : A151 GRID REF: 528113,324484 SPEED LIMIT: 40
Road 2 Number : D

PARISH : WESTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : WESTON- JUNCTION OF HIGH ROAD AND A151 (NO GRID REF).

DESCRIPTION : V1 DRIVING TOO FAST AND LOST CONTROL CRASHING INTO LAMP POST ON R/A ISLAND.

DATE : 15/04/2017 - Saturday TIME: 745

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Exceeding speed limit
2.V1 Very Likely Illegal turn or direction of travel
3.V1 Very Likely Loss of control
4.V1 Very Likely Careless/Reckless/In a hurry
5.V1 Very Likely Aggressive driving
6.V1 Very Likely Poor turn or manoeuvre

VEHICLES:

1 Car Going ahead North East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 47
Breath Test: Not Requested

CASUALTIES:

1 Driver 47 Male Slight In Vehicle 1

DATE PRINTED: 03/04/2020

CURRENT DATADATE: 31/12/2019

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180192421

Road Number : A151 GRID REF: 528083,324442 SPEED LIMIT: 50
Road 2 Number : A151

PARISH : WESTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : IN BETWEEN STREET LAMPS, HIGH ROAD, SPALDING

DESCRIPTION : V1 HAS BEEN DRIVING AROUND A RIGHT HAND BEND WHEN IT HAS MOUNTED THE PAVEMENT TO THE NEARSIDE. IT HAS COLLIDED WITH A LAMP POST AND THEN VEERED ONTO THE OPPOSITE SIDE OF THE ROAD AND COLLIDED HEAD ON INTO V2.

DATE : 28/04/2018 - Saturday TIME: 1700

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Careless/Reckless/In a hurry
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead rght hand bend West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 24 Breath Test: Negative
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 68 Breath Test: Negative

CASUALTIES:

1 Driver 24 Male Serious In Vehicle 1
2 Driver 68 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190624813

Road Number : A151 GRID REF: 528147,324460 SPEED LIMIT: 60
Road 2 Number : D

PARISH : WESTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : HIGH ROAD SPALDING

DESCRIPTION : V1 A SMALL ENGINED MOPED HAS ENTERED THE ROUNDABOUT AND THE FRONT WHEEL HAS SLIDE ON THE GREASY ROAD SURFACE CAUSING THE BIKE TO FALL

DATE : 21/11/2019 - Thursday TIME: 1925

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Mini Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Slippery road (due to weather)
2.
3.
4.
5.
6.

VEHICLES:

1 Motor cycle - cc unknown Turning Right West To East No Skdng /Jck-Knfg /Ovrtrng
Driver: Male 20 Breath Test: Negative

CASUALTIES:

1 Driver 20 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160203345

Road Number : A151 GRID REF: 528421,324536 SPEED LIMIT: 30
Road 2 Number :

PARISH : WESTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : FUN FARM ENTRANCE , HIGH ROAD IN SPALDING

DESCRIPTION : PRIOR TO THIS COLLISION V1 AND V2 HAD COLLIDED ON THE MCDONALDS ROUND ABOUT A16 SPALDING. V1 HAD NOT STOPPED (POSSIBILY UNAWARE V2 HAD COLLIDED INTO HIS TRAILER) V2 HAD FOLLOWED V1 AND DRIVERS DISCUSSED COLLISION AT THE ENTRANCE TO THE FUN FARM WESTON. DRIVER OF V1 DENIED BEING AWARE OF A COLLISION AND DID NOT SHARE HIS DETAILS WITH DRIVER OF V2. AS V1 HAS DRIVEN AWAY THE DRIVER OF V2 HAS STOOD IN THE WAY AND IT IS ALLEGED V1 HAS CLIPPED HIS LEG CAUSING MINOR INJURY.

DATE : 19/07/2016 - Tuesday TIME: 1152

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.C1 Possible Dangerous action in carriageway (eg playing)
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 72 Breath Test: Not Requested

CASUALTIES:

1 Pedestrian 41 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150009100

Road Number : A151 GRID REF: 529450,325256 SPEED LIMIT: 60
Road 2 Number : C723

PARISH : WESTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING0 JUNCTION OF A151 HIGH ROAD AND C723 STONE GATE (GRID REF: 529362, 325338).

DESCRIPTION : V2 WAS TRAVELLING EASTBOUND ON A151 AT WESTON. V1 WAS AT THE JUNCTION OF A151/STONEGATE INTENDING TO TURN RIGHT ONTO A151 (WESTBOUND). V1 PULLS OUT FROM STONEGATE ONTO A151 AND INTO THE PATH OF V2.

DATE : 18/02/2015 - Wednesday TIME: 700

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly
2.V1 Very Likely Failed to judge other person's path or speed
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right South To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 37 Breath Test: Negative
2 Car Going ahead rght hand bend West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 38 Breath Test: Not Requested

CASUALTIES:

1 Driver 37 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150011746

Road Number : A151 GRID REF: 529388,325256 SPEED LIMIT: 60
Road 2 Number : D

PARISH : WESTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : WESTON, SPALDING- JUNCTION OF A151 AND HIGH ROAD (GRID REF: 529362, 325338).

DESCRIPTION : V1 HAS EXITED JUNCTION UPON ENTERING ROAD V1 HAS COLLIDED WITH V2 WHICH IN TURN HAS CAUSED V2 TO COLLIDE WITH V3.

DATE : 04/03/2015 - Wednesday TIME: 1400

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly
2.V1 Very Likely Careless/Reckless/In a hurry
3.
4.
5.
6.

VEHICLES:

1 Car Waiting to turn Right South To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 75 Breath Test: Negative
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 41 Breath Test: Negative
3 Goods vehicle 7.5 tonnes mgw and over Going ahead East To West Jack-Knified Driver: Male 38 Breath Test: Negative

CASUALTIES:

1 Driver 75 Male Slight In Vehicle 1
2 Driver 41 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160381591

Road Number : A151 GRID REF: 529457,325256 SPEED LIMIT: 30
Road 2 Number : C723

PARISH : WESTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : 'T' JUNCTION FROM SMALL DROVE ONTO HIGH ROAD, WESTON, SPALDING.

DESCRIPTION : V1 IS SEEN BY POLICE ON THE A1 HEADING SOUTH. POLICE SUSPECTED DRIVER OF V1 IS DRINK DRIVING. POLICE CHALLENGE V1 WHICH FAILS TO STOP. V1 SWERVED AND LOSES CONTROL ON HIGH ROAD AT WESTON WHILST ATTEMPTING TO TURN RIGHT ONTO SMALL DROVE. V1 SPINS IN ROAD CAUSING A COLLISION WITH A TELEGRAPH POLE AT THE JUNCTION OF HIGH ROAD AND SMALL DROVE. THIS CAUSES REAR SIDE DAMAGE TO V1 AND INJURY TO FRONT SIDE PASSENGER. DRIVER OF V1 ARRESTED.

DATE : 23/11/2016 - Wednesday TIME: 104

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Other Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Slippery road (due to weather)
2.V1 Very Likely Exceeding speed limit
3.V1 Very Likely Poor turn or manoeuvre
4.V1 Very Likely Impaired by alcohol
5.V1 Very Likely Aggressive driving
6.V1 Very Likely Stolen vehicle

VEHICLES:

1 Car Turning Right West To East Skidding Driver: Male 25 Breath Test: Positive
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 35 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 29 Female Serious In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160217598

Road Number : A16 GRID REF: 526572,323740 SPEED LIMIT: 60
Road 2 Number :

PARISH : SPALDING DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A16 NORTHBOUND APPROACHING ROUNDABOUT WITH A151, SPALDING

DESCRIPTION : VEHICLES 1, 2 & 3 WERE TRAVELLING NORTH ON A16 TOWARDS ROUNDABOUT WITH A151. V3 SLOWED ALONG WITH V2 AND BOTH CAME TO A STOP IN A LINE OF TRAFFIC. V1 BRAKED HARD AND SKIDDED COLLIDING WITH THE REAR OF V2 WHICH WAS SHUNTED INTO REAR OF V3

DATE : 01/08/2016 - Monday TIME: 1200

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to judge other person's path or speed
2.V1 Very Likely Following too close
3.
4.
5.
6.

VEHICLES:

1 Car Stopping South To North Skidding Driver: Male 39 Breath Test: Negative
2 Car Stopping South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40 Breath Test: Negative
3 Goods vehicle 7.5 tonnes mgw and over Stopping South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 29 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 42 Female Slight In Vehicle 2

APPENDIX J – DECISION NOTICE (SITE WSN022)
REFERENCE H22-0202-16

Council Offices
Priory Road
Spalding
Lincolnshire
PE11 2XE
Admin 01775 764723
DC Officers 01775 764703
facsimile 01775 762937
planningadvice@sholland.gov.uk
www.sholland.gov.uk

Studio 11 Architecture
The Boathouse
Harbour Square
Nene Parade
Wisbech Cambs
PE13 3BH

TOWN AND COUNTRY PLANNING ACT 1990

FULL

Reference: H22-0202-16 **Date of Decision:** 21st August 2017

Applicant: Seagate Homes (UK) Ltd
C/O Studio 11 Architecture
The Boathouse, Harbour Square
Nene Parade
Wisbech Cambs
PE13 3BH

Location: Land Off Dean Close/Small Drove Weston Spalding Lincs

Description: Residential development of sixty 1, 2, 3 and 4 bedroom houses and bungalows

South Holland District Council hereby give notice that this application has been GRANTED (or equivalent) subject to the following condition(s):

1 The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2 The development hereby permitted shall be carried out in accordance with the following approved plans:
Dwg. No's: 293.LP.01, 293.SK2.01H, 5278-1, 293.Banh.P.01, 293.Caws.P.01, 293.Mors.P.01, 293.Litc.P.01, 293.Sand.P.01, 293.Ders.P.01, 293.Chel.P.01, 293. Holk.P.01, 293.Glou.P.01, 293.Pent.P.01, 293.Rut.P.01, 293.Lei.P.01, 293.YOR.P.01, 293.Cam.P.01, 293.SG.P.01, 293.DG.P.01 and 293.STG.P.01.
Revised Flood Risk Assessment (prepared by SM Hemmings - Revision A, dated 31st March 2016).
Drainage Strategy - Revision A, dated 19th July 2016.
Heritage Statement, dated February 2016.

Reason: For the avoidance of doubt and in the interests of proper planning.

3 The development hereby permitted shall not be commenced until a scheme to deal with any contamination of land or pollution of controlled waters has been submitted to and approved in writing by the Local Planning Authority (LPA) and until the measures approved in that scheme have been implemented. The scheme shall include all of the following measures:

i) a desk-top study carried out to identify and evaluate all potential sources of contamination and the impacts on land and/or controlled waters, relevant to the site. The desk-top study shall establish a 'conceptual site model' and identify all plausible pollutant linkages. Furthermore, the assessment shall set objectives for intrusive site investigation works/Quantitative Risk Assessment (or state if none required). Two full copies of the desk- top study and a non-technical summary shall be submitted to the LPA without delay upon completion.
ii) if identified as being required following the completion of the desk-top study, a site investigation shall be carried out to fully and effectively characterise the nature and extent of any land contamination and/or pollution of controlled waters. It shall specifically include a risk assessment that adopts the Source-Pathway-Receptor principle, in order that any potential risks are adequately assessed taking into account the sites existing status and proposed new use. Two full copies of the site investigation and findings shall be forwarded to the LPA without delay upon completion.
iii) thereafter, a written method statement detailing the remediation requirements for land contamination and/or pollution of controlled waters affecting the site shall be submitted to and approved in writing by the LPA, and all requirements shall be implemented and completed to the satisfaction of the LPA. No deviation shall be made from this scheme. If during redevelopment contamination not previously considered is identified, then the LPA shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing by the LPA.
iv) two full copies of a full closure report shall be submitted to and approved in writing by the LPA. The report shall provide verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post-remediation sampling and monitoring results shall be included in the closure report to demonstrate that the required remediation has been fully met.

Note
The applicant is advised that the phased risk assessment required by the Contaminated Land Scheme Condition should be carried out in accordance with the procedural guidance of the Environmental Protection Act 1990 Part 11A.
The applicant's attention is also drawn to the document entitled "Developing Land Within Lincolnshire - A guide to submitting planning applications to develop land that may be contaminated", which can be obtained through the Local Environmental Health Department.

Reason: To assess whether the site is polluted and to address any pollution to ensure a satisfactory development. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policy SG13 of the South Holland Local

Plan, 2006.

4 Before the commencement of the development hereby permitted beyond oversite a schedule of external materials of construction of buildings and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the materials so approved.

Reason: To ensure that the Local Planning Authority retains control over the external materials of construction of the development in the interests of the character and appearance of the development and the visual amenity of the area in which it is set.
This Condition is imposed in accordance with Policy SG14 of the South Holland Local Plan, 2006.

5 Details of the design and positions of all external boxes for gas and electricity supplies and of any gas flues and soil vent pipes shall be submitted to and approved in writing by the Local Planning Authority prior to their installation and there shall be no variation from the details so approved.

Reason: To ensure that the Local Planning Authority retains control over these details of the development in the interests of the character and appearance of the development and the visual amenity of the area in which it is set.
This Condition is imposed in accordance with Policy SG14 of the South Holland Local Plan, 2006.

6 Before the commencement of the development hereby permitted beyond oversite, the approval of the Local Planning Authority is required to a scheme of landscaping and tree planting for the site indicating, inter alia, the number, species, heights on planting and positions of all the trees, together with details of post-planting maintenance. Such scheme as is approved by the Local Planning Authority shall be carried out in its entirety within a period of twelve months beginning with the date on which development is commenced. All trees, shrubs and bushes shall be maintained by the owner or owners of the land on which they are situated for the period of five years beginning with the date of completion of the scheme and during that period all losses shall be made good as and when necessary.

Note: The applicant is recommended to employ a qualified and experienced landscape designer to produce a landscaping scheme for the development.

Reason: To ensure that the development is adequately landscaped, in the interests of its visual amenity and that of the area in which it is set.
This Condition is imposed in accordance with Policy SG18 of the South Holland Local Plan, 2006.

7 Prior to its installation, details of the proposed boundary treatment, including a schedule of materials, and details of the size and species of any hedging, shall be submitted to and approved in writing by the Local Planning Authority, and the details so approved shall be implemented in full before the development is first brought into use.

Reason: In the interests of the character and appearance of the development and the visual amenity of the area in which it is set.

This Condition is imposed in accordance with Policy SG14 of the South Holland Local Plan, 2006.

8 Before the commencement of development hereby permitted, a management plan for the areas of publicly accessible open space, including management responsibilities and maintenance schedules, shall be submitted to and approved in writing by the Local Planning Authority. The management of these areas shall be carried out in accordance with the details so approved.

Reason: To ensure that adequate open space provision is made available for the occupiers of the development hereby permitted and that provision is made for the management and maintenance of the open space. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG1 and HS11 of the South Holland Local Plan 2006.

9 Before the commencement of development hereby permitted, details of the landscape management and maintenance schedule for the areas of incidental open space, refuse/recycling collection points and parking courts/private drives shall be submitted to and approved in writing by the Local Planning Authority. Thereafter these areas shall be maintained in accordance with the approved details.

Reason: To ensure that provision is made for the management and maintenance of communal areas. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG1 and HS11 of the South Holland Local Plan 2006.

10 Before each dwelling is occupied the roads and/or footways providing access to that dwelling, for the whole of its frontage, from an existing public highway, shall be constructed to a specification to enable them to be adopted as Highways Maintainable at the Public Expense, less the carriageway and footway surface courses. The carriageway and footway surface courses shall be completed within three months from the date upon which the erection is commenced of the penultimate dwelling.

Reason: To ensure safe access to the site and each dwelling/building in the interests of residential amenity, convenience and safety.
This Condition is imposed in accordance with Policies SG14 and SG15 of the South Holland Local Plan, 2006.

11 No dwellings shall be commenced before the first 50 metres of estate road from its junction with the public highway of Dean Close, as shown on drawing number 293.SK2.01H dated 20 July 2016 has been completed.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site and to enable calling vehicles to wait clear of the carriageway of Dean Close. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG14 and SG15 of the South

Holland Local Plan, 2006.

12 No development shall take place until a surface water drainage scheme for the site, based on sustainable urban drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall:
a) Provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
b) Provide attenuation details and discharge rates which shall be restricted to 1.4 litres per second per hectare;
c) Provide details of the timetable for and any phasing of implementation for the drainage scheme; and
d) Provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

The development shall be carried out in accordance with the approved drainage scheme and no dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full in accordance with the approved details.

Note: Subject to the submission of suitable technical design details of, in particular, levels and profiles of highways and drainage features, the plan layout shown on the submitted drawing numbered 293.SK2.01H is generally acceptable to the Highway Authority. The accommodation of public utility company services (gas, water, electricity etc.) and adequate surface water drainage within the area identified as 'Shared Surface Adopted Road' may however result in some amendments to the appearance of this area from that shown of this drawing.

Reason: To ensure that the site is adequately drained, to avoid pollution, and to prevent increased risk of flooding. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG11 and SG12 of the South Holland Local Plan, 2006 and national guidance contained in Section 10 of the National Planning Policy Framework, 2012.

13 Before the commencement of the development hereby granted, details of the means of foul water disposal shall be submitted to and approved in writing by the Local Planning Authority. The details so approved shall be implemented in full before the development hereby permitted is first brought into use.

Reason: To ensure that the site is adequately drained and to avoid pollution.
This Condition is imposed in accordance with Policies SG12 and SG13 of the South Holland Local Plan 2006.

14 A detailed scheme of construction management to minimise disturbance during the construction process through noise, dust, vibration and smoke shall be submitted to and approved in writing by the Local Planning Authority before the development commences and the construction process shall be carried out in accordance with the scheme so approved.

Reason: In the interests of the amenity of local residents. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policy SG17 of the South Holland Local Plan, 2006.

15 Details of the precautions to be taken to prevent the deposit of mud on public highways by vehicles travelling from the site during construction of the development shall be submitted to and approved in writing by the Local Planning Authority before the development commences. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority. These precautions shall be made available before commencement of the construction of the development and be kept available and in full working order until such time as the Local Planning Authority agrees in writing to their withdrawal or the completion of the development.

Reason: In the interests of highway safety during the construction process. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.
This Condition is imposed in accordance with Policies SG15 and SG17 of the South Holland Local Plan, 2006.

16 The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (Revision A, dated 31 March 2016) and in particular the following mitigation measure detailed within:
-Finished floor levels shall be set no lower than 3.2mAOD.

The mitigation measures shall be fully implemented prior to occupation.

Reason: To ensure that the development does not increase the risk of flooding or be at risk of flooding.
This Condition is imposed in accordance with national guidance contained in Section 10 of the National Planning Policy Framework, 2012.

17 Before the commencement of the development hereby permitted, full details of the existing and proposed site levels and proposed floor levels of the buildings and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the details so approved.

Reason: To ensure that the Local Planning Authority retains control over the finished site and floor levels of the development, in the interests of the amenity of adjacent residents and its visual and architectural relationship with adjacent development. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.

This Condition is imposed in accordance with Policies SG14 and SG17 of the South Holland Local Plan, 2006.

Notes:

The Local Planning Authority has acted positively and proactively in determining this application by assessing it against all material considerations, including national guidance, planning policies and representations that have been received during the public consultation exercise, and by identifying matters of concern within the application and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal.

This decision notice, the relevant accompanying report and the determined plans can be viewed online at http://planning.sholland.gov.uk/OcellaWeb/planningSearch

This planning permission is subject to an Agreement under Section 106 of the Town & Country Planning Act 1990 dated 21 August 2017 and can only be implemented as a consequence of meeting the provisions of that Agreement



Paul Jackson
Place Manager
South Holland District Council

BUILDING REGULATIONS:
This decision refers only to planning permission as granted under the Town and Country Planning Act 1990. The works that you are proposing may also require Building Regulations and this planning permission does not give authority under Building Regulations to commence work. Please contact the Building Control section for further information on 01775 764557 or bcadmin@sholland.gov.uk

RIGHTS OF APPEAL

Appeals to the Secretary of State

If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or grant consent subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990 or Section 20 of the Planning (Listed Building and Conservation Areas) Act 1990.

Timescales for appealing

The deadlines for appeals are calculated from the **date of decision** and are as follows for the types of applications below:

12 Weeks	6 Months	8 Weeks
Householder Applications	Planning Permission	Consent to Display Adverts
Minor Commercial Development	Listed Building Consent	
Agricultural Determinations	Other Prior Approval Applications	
Householder Prior Approval Applications		

Enforcement Notices

If an enforcement notice was served prior to the planning application being determined then the deadline for appealing is 28 days from the date of the **planning refusal**

If an enforcement notice is served after the planning application is determined then the deadline for appealing is 28 days from the date of the **enforcement notice** OR **the timescales stated above for each application type** from the date of the planning refusal - whichever is sooner.

All appeals must be made using an Appeal Form which you can get from The Planning Inspectorate at Temple Quay House, 2 The Square, Bristol, BS1 6PN (tel: 0303 444 5000) or you can submit your appeal online at:

http://www.planningportal.gov.uk/planning/appeals/online/makeanappeal

The Secretary of State can allow a longer period for giving notice of an appeal but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the

provisions of the development order and to any directions given under the order. In practice the Secretary of State does not refuse to consider appeals solely because the Local Planning Authroity based its decision on a direction given by him.

For detailed information on appeals, appeal types and guidance on the appeals process please visit:

http://www.planningportal.gov.uk/planning/appeals/planningappeals

Purchase Notices

If either the Local Planning Authority or the Secretary of State refuses permission to develop land or grant it subject to conditions the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of the Part VI of the Town and Country Planning Act 1990 or Section 32 of the Planning (Listed Building and Conservation Areas) Act 1990.

Compensation

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him.

These circumstances are set out in Section 114 and related provisions of the Town and Country Planning Act 1990 and Section 27 of the Planning (Listed Building and Conservation Areas) Act 1990.

APPENDIX K – LATEST SITE MASTERPLAN AND SCHEDULE OF ACCOMMODATION

N

PINFOLD LANE (TRACK)

FOUL PUMPING STATION

PLAY AREA

A 151

El Sub Sta

3.6m GP

Gas Gov

0 10 20 50 100

Rev		Date	By
I	Parking space added to plot 147	30.09.20	AT
H	Bin collection points moved	04.09.20	AT
G	Road adjacent to Pinfold Lane amended	03.09.20	AT
F	Layout amended in line with planning comments	25.08.20	AT
E	House types amended	17.08.20	AT
D	Swales and footpaths updated	17.08.20	AT
C	Layout amended	12.08.20	AT
B	Integral units updated	24.04.20	BP
A	Pond & swales updated. pumping station added	01.04.20	BP

PERSIMMON

Persimmon Homes Ltd.
Persimmon House
19 Commerce Road
Lynchwood Business Park
Peterborough
PE2 6LR
Tel : 01733 397200

Site Name:
Weston Spalding

Drawing:
Proposed Planning Layout

Scale@A0:	Drawn By:	Date:
1:500	AT	17/08/2020
Version: --	Drawing No: SPAL/WEST/PPL/100	Rev: I

PERSIMMON HOMES EAST MIDLANDS

PERSIMMON

Together we make a home

FEASABILITY

Site Name & Address :

RESIDENTIAL DEVELOPMENT AT WESTON, SPALDING - 150 UNITS

MIX SCHEDULE

HOUSE TYPES	No. Bed	Floor Area (SqFt)	Number	Total Floor Area
ALNMOUTH	2	642	18	11556
DANBURY	3	811	19	15409
DELAMERE	3	993	13	12909
SHERWOOD	3	969	10	9690
SHERWOOD CR.	3	969	9	8721
CHARNWOOD CR.	3	1012	8	8096
SAUNTON	3	1034	10	10340
BURNHAM	4	1115	7	7805
GREENWOOD	4	1221	2	2442
MARSTON	4	1230	6	7380
WHITELEAF	4	1259	2	2518
WHITELEAF CR.	4	1259	4	5036
KIELDER	4	1415	4	5660

SOCIAL UNITS				
ASTER	1	522	8	4176
HALDON	2	772	16	12352
RENDLESHAM	3	923	13	11999
ENNERDALE	4	1057	1	1057
		TOTALS	**150**	**137146**

APPENDIX L – CENSUS 2011 DATA 'METHOD OF TRVEL TO WORK'

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 2 April 2020]

population	All usual residents aged 1(
units	Persons
area type	built-up areas
area name	Weston (South Holland) B
rural urban	Total

Method of Travel to Work	**2011**	**%**
Underground, metro, light rail, tram	0	0.00%
Train	4	1.08%
Bus, minibus or coach	9	2.43%
Taxi	1	0.27%
Motorcycle, scooter or moped	6	1.62%
Driving a car or van	303	81.89%
Passenger in a car or van	20	5.41%
Bicycle	10	2.70%
On foot	17	4.59%
Other method of travel to work	0	0.00%
	370	100%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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7 Gregory Boulevard
Nottingham NG7 6LB

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