

Central Lincolnshire
Proposed Submission Local Plan
Examination in Public

HEARING DAY 7

Thursday 10th November, 2016

Matter 4 – Sustainable Urban Extensions

Policies LP28, LP30

STATEMENT PREPARED BY



PETER BRETT ASSOCIATES LLP

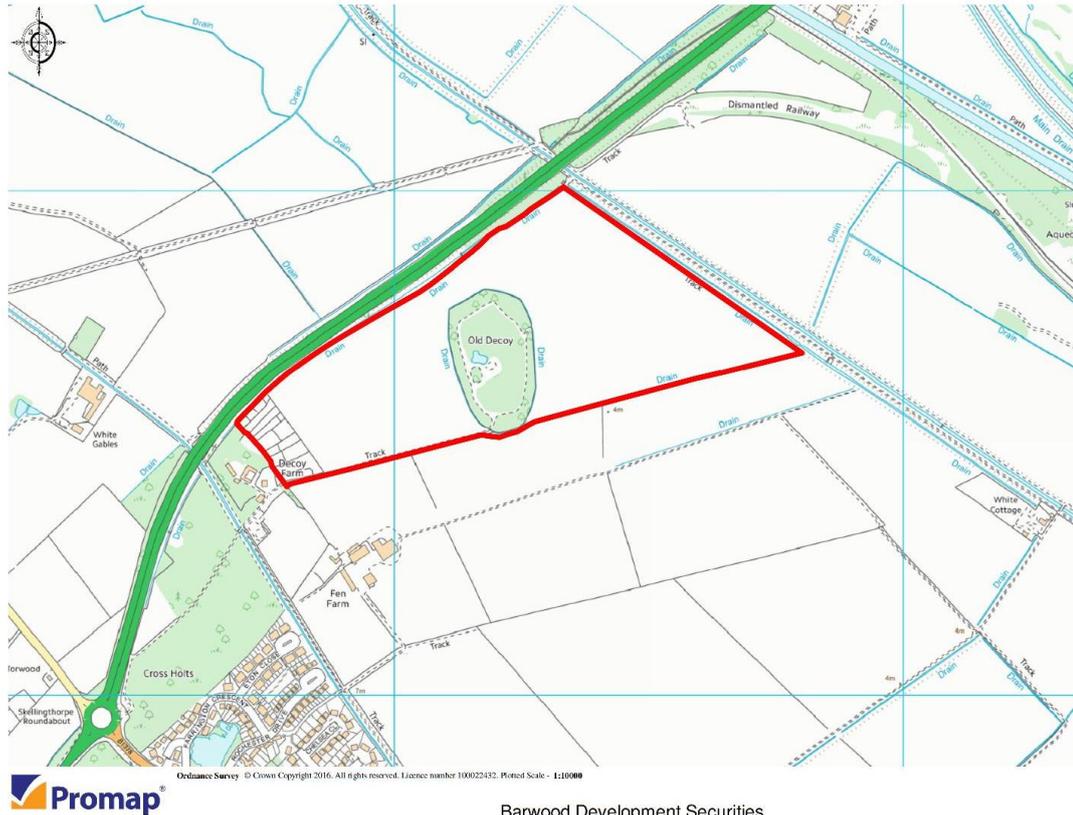
on behalf of

Barwood Development Securities Ltd

10th October, 2016

1 Introduction

- 1.1 Peter Brett Associates LLP has been appointed by Barwood Development Securities Ltd to provide transport advice to submit to the Central Lincolnshire Proposed Submission Local Plan Examination in Public (EiP). This evidence relates to Policy LP30, the Western Growth Corridor Sustainable Urban Extension - specifically the Decoy Farm area (the site located to the north-western end of the development adjacent and contiguous with the A46) as shown on the plan following:



- 1.2 In 2006, Peter Brett Associates LLP, acting for another scheme promoter, prepared a Transport Assessment to support the Western Growth Corridor outline planning application following a detailed Scoping process with the Joint Authorities – Lincoln City Council (planning authority), Lincolnshire County Council (local highway authority), and Highways England (then operating as the Highways Agency, the strategic highway authority). This Assessment reflected the entire Western Growth Corridor area, substantially larger than the Decoy Farm area for which this Statement refers.
- 1.3 This Statement addresses the issues related to highways and traffic raised in Matter 4 – Sustainable Urban Extensions (LP28, LP30, LP39, LP44, and LP48) within the Inspectors' Matters, Issues and Questions for Examination (September 2016), specifically:
- the ability for Decoy Farm to form an independent access to the A46; and
 - whether the remainder of the Western Growth Corridor SUE is able to progress without a direct access to the A46.
- 1.4 Whilst no further detailed transport assessment work has been undertaken subsequently by Peter Brett Associates, the comments in this Statement relating to conditions on the local highway network have been informed with reference to this earlier work. Indeed, there have been no material improvements to highway capacity in the area, whilst general traffic levels have increased across the Lincoln area by around 8% since the time of the assessment.

- 2.6 As such, it is concluded that the Decoy Farm area could be accessed immediately, without any third party constraint, with a junction form flexible to reflect the necessary usage.
- 2.7 The possibility of providing an access to the A46 is identified as such on the Draft Western Growth Corridor Strategic Framework Plan (included within the Evidence Topic Paper for Western Growth Corridor dated August 2016), albeit with a note stating "Potential Future Link to A46". It is concluded that this comment should be amended to show this link as a primary vehicle route.
- 2.8 A Park and Ride car park facility - to be provided by others to the north-west of the A46 - was considered as part of the 2006 Transport Assessment work, to be accessed at the same location of the A46. A traffic signal controlled roundabout was proposed to ensure quality public transport priority could be provided.

3 Local Issues

- 3.1 Other elements of the Western Growth Corridor (promoted by others) are proposing to implement a western access onto Skellingthorpe Road, to the west of the Site, adjacent the existing Birchwood Avenue junction.
- 3.2 The earlier Transport Assessment work undertaken in 2006 identified that there were a series of existing capacity constraints on the local highway network in the area. Indeed, there have been no material improvements to highway capacity in the area, whilst general traffic levels have increased across the Lincoln area by around 8% since the time of the assessment. The identified capacity constraints to the local highway network included:
- the highway standard of Skellingthorpe Road between the A46 and Birchwood Avenue;
 - Skellingthorpe Road – Birchwood Avenue signalised t-junction;
 - Tritton Road – Dixon Street – Valentine Road signalised crossroads;
 - Tritton Road – Brayford Way – Rope Walk Roundabout (Rope Walk Roundabout);
 - Tritton Road – Skellingthorpe Road signalised crossroads;
 - Skellingthorpe Road – Boultham Park Road – Moorland Avenue Roundabout;
 - the highway capacity constraint caused by regular operation of the level crossing of Skellingthorpe Road.
- 3.3 It was concluded that these existing capacity constraint issues, particularly along Skellingthorpe Road, would be exacerbated by additional vehicular trip generation. As mitigation would have needed third party land, with its associated environmental impact as well as potentially requiring demolition, it was identified that a more holistic solution mitigation strategy was required. This could be provided by the link through the Western Growth Corridor site to the A46.
- 3.4 The transport enhancement strategy for the Western Growth Corridor identified within the 2006 Transport Assessment concluded new highway infrastructure would be needed to enable the development to proceed – and promoted the 'Swanpool Link', a new route through the Western Growth Corridor between the A46 and the Town Centre, together with a spur connection to the Skellingthorpe Road / Birchwood Avenue junction. The additional highway capacity made available by this measure would relieve some of these existing local highway capacity constraints, as well as offering flexibility to assist in enabling other non-car city-wide elements of the Lincoln Transport Strategy to be delivered: including pedestrian and cycle network improvements; quality bus corridors; and the provision of bus priority.
- 3.5 Due to the need for the access to the A46, this new link can only be provided with the development of the Decoy Farm area.

- 3.6 The Evidence Topic Paper for Western Growth Corridor (August 2016) identifies that Aecom, appointed on behalf of the landowners of other areas of the Western Growth Corridor SUE, is developing “An overall access strategy for the site with strategic infrastructure links necessary to unlock the development to connect to the city and the existing transport routes” and that “AECOM has completed various scenarios and combinations of highway options for the transport modelling to establish the most effective highway options for the development”. Various access options are reported, including two accesses to Skellingthorpe Road (not just the one identified in the Evidence Topic Paper), links to Bevor Street and Tritton Road, as well as to the A46 via a new link. No further evidence of this assessment has been made available to demonstrate the effectiveness of any access strategy.
- 3.7 It is concluded that:
- there are existing local highway capacity issues in the area;
 - these existing capacity constraint issues - along Skellingthorpe Road in particular - would be exacerbated by additional vehicular trip generation requiring mitigation;
 - an off-line holistic solution would be required to resolve these;
 - elements of highway infrastructure would be needed across the Western Growth Corridor to enable development - including the link between the A46 and the town centre, and a spur to the Skellingthorpe Road / Birchwood Avenue junction; and
 - this link may be provided only with the development of the Decoy Farm area enabling the link to the A46.

4 Conclusions

- 4.1 This Statement has been prepared by Peter Brett Associates LLP on behalf of Barwood Development Securities Ltd to promote the Decoy Farm area - within the Western Growth Corridor Sustainable Urban Extension - at the Central Lincolnshire Proposed Submission Local Plan Examination in Public (EiP).
- 4.2 Peter Brett Associates LLP, acting earlier for another scheme promoter of this area in 2006, had prepared a Transport Assessment to support the Western Growth Corridor outline planning application - so gained extensive knowledge of conditions in the area.
- 4.3 The Decoy Farm area, being immediately adjacent to the A46, has no third-party land ownership constraints to prevent the immediate delivery of a direct highway access onto the A46. This highway access offers flexibility by forming part of a more strategic connection, or could be enhanced incrementally to reflect any purpose of the access – varying from a simple development access through to forming part of a wider strategic link.
- 4.4 Earlier Transport Assessment work undertaken in 2006 identified that there were existing capacity constraints to the highway network in the area, which would be exacerbated by additional vehicular trip generation and would require mitigation. A more holistic solution would be required.
- 4.5 It was concluded that new highway infrastructure would be needed to enable the development to proceed – and promoted a new route through the Western Growth Corridor between the A46 and the Town Centre, together with a spur connection to the Skellingthorpe Road / Birchwood Avenue junction. The highway capacity made available by this measure would relieve some of the existing local highway capacity constraints, as well as offering flexibility to assist in enabling other non-car city-wide elements of the Lincoln Transport Strategy to be delivered – including pedestrian and cycle network improvements, quality bus corridors and the provision of bus priority. This link can only be provided with the development of the Decoy Farm area.
- 4.6 It is therefore concluded that

Peter Brett Associates LLP for Barwood Development Securities Ltd

- following this review of highway conditions, that the Decoy Farm element of Policy LP30 (Western Growth Corridor – Land at Swanpool, Fen Farm and Decoy Farm), is a key element in responding to local conditions by enabling the delivery of a new access to the A46, and should therefore form an allocated Local Plan site;
- the note on the Draft Western Growth Corridor Strategic Framework Plan stating “Potential Future Link to A46” should be amended to show this link as a primary vehicle route;
- further evidence be provided and considered of the transport assessment work to date to demonstrate the effectiveness of any particular highway access strategy.