

Chestnut Farm, Skellingthorpe Old Wood



**Chestnut Farm,
Skellingthorpe Old Wood**

**Mixed Industrial
Development**

Transport Statement

December, 2023

Chestnut Farm, Skellingthorpe Old Wood

Mixed Industrial Facilities Transport Statement

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Chestnut Farm, Skellingthorpe Old Wood

Mixed Industrial Facilities Transport Statement

Introduction

The site is accessed off The Old Wood, a road not recorded as maintainable by the Highway Authority, and leading to Saxilby Road to the north-east with the Enterprise Business Park, Saxilby and the A57 about 2.5km further north.

Saxilby Road also leads to the village of Skellingthorpe and the A46 beyond, around 2km to the south.

The developed land amounts to some 1.6 Ha and includes around 1.900m² gfa of B2 and B8 uses.

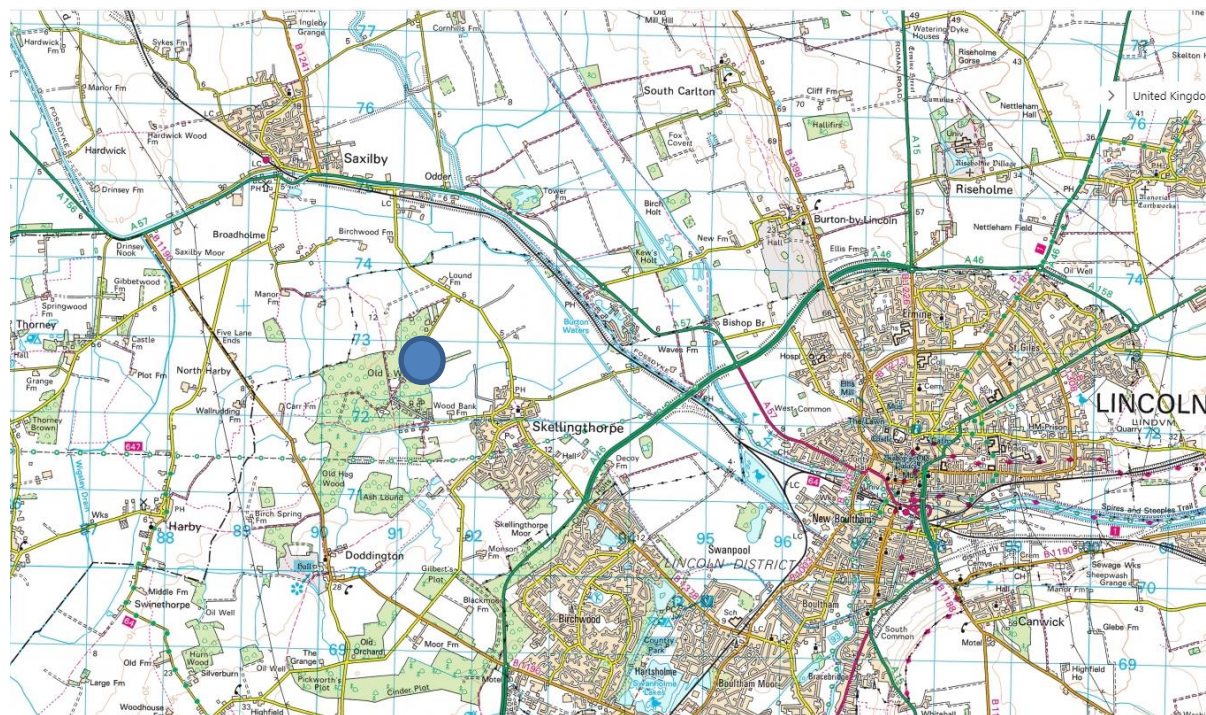
Figure: **Development Land**



The total development has been assessed with the following dis-aggregation of uses,

- B2 General Industrial - 489m² gfa available, 352m² gfa occupied
- B8 Commercial Storage - 1,370m² gfa available, 1,291m² gfa occupied

Figure: Site Location



The site plans are at Annex A.

Transport Baseline

Transport data has previously been collected Saxilby Road/A57 Gainsborough Road and forecasts created for Saxilby Road both with and without the Enterprise Development Site to the north of Skellingthorpe Old Wood.

These data show a current daily traffic flow on Saxilby Road of between 2,655 and 3,877 vehicles and with an even split of traffic north and south along Saxilby Road

The peak periods on the local road network have been shown to be 0730 hours to 0830 hours on the weekday morning and between 1700 hours and 1800 hours in the evening.

Highway Safety

Recent accident data from The Old Wood area east and west within 500m of the proposed site access onto the main Saxilby Road show that there has been a total of two accidents in the past five years.

There have been no accidents at the location of the site access.

Table: Road Safety – 2018 to 2023

Year	Slight		Serious		Fatal		Total	
	Incidents	Casualties	Incidents	Casualties	Incidents	Casualties	Incidents	Casualties
2018	1	1					1	1
2019							0	0
2020			1	1			1	1
2021							0	0
2022							0	0
Total	1	1	1	1	0	0	2	2

Figure: Accident Catchment



Traffic Generation and Distribution

For comparison, the current 2023 version of the national TRICS (v7.10.3, 2023) database has been used to establish the order of trip making of the development use mix and of trip distribution through the day.

The trip estimates for the development in relation to General Industrial and Commercial Storage uses is as follows,

Table: Estimated Trip Generation (Planned Development)

Commercial Storage (B8)						
Scale	1,370 m ² gfa		vehicles			
Trip Rate			TRIPS			
Vehicles	Inbound	Outbound	Total	Inbound	Outbound	Total
Morning Peak	0.314	0.127	0.441	4	2	6
Evening Peak	0.060	0.284	0.444	1	4	5
Daily	2.433	2.317	1.577	33	32	65

General Industrial (B2)						
Scale	489 m ² gfa		vehicles			
Trip Rate			TRIPS			
Vehicles	Inbound	Outbound	Total	Inbound	Outbound	Total
Morning Peak	0.460	0.316	0.776	2	2	4
Evening Peak	0.144	0.259	0.444	1	1	2
Daily	4.804	4.678	1.577	23	23	46

These are estimates for 'new' development traffic and therefore have to be considered against the traffic associated with the previous use of the site.

The historic use of the site has been for cattle management and the annual, daily and peak period vehicle flows associated with journeys to and from the farm for animals, feed and bedding deliveries and staff trips are as follows,

Table: Historical Trips to/from Site

Period	Trips
Morning Peak Hour	1
Evening Peak Hour	1
Average Day	13
Peak Day	16

The Peak Day values come from consideration of the seasonal movements across the farm and the interdependency of management activities, particularly away from the wider traffic peak periods in the morning and evening periods.

The development traffic amounts to 9% of the daily generation in the morning peak period and around 6% of daily traffic in the evening period.

There would also be a slight reduction in current traffic when account is taken of the occupied units in 2023 compared to those planned, amounting to up to 16 vehicle trips per day.

The old and new traffic can be compared and the net development traffic estimated,

Table: **Total Net Generation of Development Traffic**

Development Traffic Total			
Scale	1,859 m ² gfa	vehicles	
TRIPS			
Vehicles	Inbound	Outbound	Total
Morning Peak Hour	7	3	10
Evening Peak Hour	2	5	7
Daily	57	55	111

Average Day Net Traffic		Total Trips
Morning Peak Hour		9
Evening Peak Hour		6
Daily		99

Peak Day Net Traffic		Total Trips
Morning Peak Hour		8
Evening Peak Hour		6
Daily		95

There are therefore forecast to be under 100 new trips associated with the current site development.

Most traffic approaches the site from the Saxilby Road direction and then has a choice of routing to/from the A46 or the A57.

The farm is accessed off a straight road (The Old Wood), and there are no issues with visibility as up to 215m sight lines are available in both directions along the road, taking account of the CAD base derived from a topographical survey, compared to an O/S base map and the Highway Authority Maintainable Highway plans.

The visibility requirements at the site access therefore meet the Lincolnshire County Council requirements.

Material Traffic Change

The comparison of the baseline traffic forecasts with the predictions that include the development traffic show the range of the magnitude of change on the local roads with the current development quantum.

At Saxilby Road the change in traffic arising from the full occupation of the site has been calculated to be between 1.8% and 3.6% for the situations where all traffic routes to A57 only, or is evenly distributed between the A57 and A46 directions, respectively.

For currently occupied units these changes reduce to between 1.5% and 3% respectively on the same basis.

Summary

The site is accessed off The Old Wood, a road not recorded as maintainable by the Highway Authority, and leading to Saxilby Road to the north-east with the Enterprise Business Park, Saxilby and the A57 about 2.5km further north.

The developed land amounts to some 1.6 Ha and is includes around 1.900m² gfa of B2 and B8 uses.

There is a daily traffic flow on Saxilby Road of between 2,655 and 3,877 vehicles and with an even split of traffic north and south along Saxilby Road, and the peak periods on the local road network have been shown to be 0730 hours to 0830 hours on the weekday morning and between 1700 hours and 1800 hours in the evening.

Recent accident data from The Old Wood area east and west within 500m of the proposed site access onto the main Saxilby Road show that there has been a total of two accidents in the past five years, and no accidents at the location of the site access.

The historic use of the site has been for cattle management and the annual, daily and peak period vehicle flows associated with journeys to and from the farm for animals, feed and bedding deliveries and staff trips have been calculated.

The peak day values come from consideration of the seasonal movements across the farm and the interdependency of management activities, particularly away from the wider traffic peak periods in the morning and evening periods.

The development traffic amounts to 9% of the daily generation in the morning peak period and around 6% of daily traffic in the evening period.

There would also be a slight reduction in current forecast traffic when account is taken of the 2023 occupied units compared to those planned, amounting to up to 16 vehicle trips per day.

There are therefore forecast to be under 100 new trips associated with the current site development.

Most traffic approaches the site from the Saxilby Road direction and then has a choice of routing to/from A46 or A57.

The farm is accessed off a straight road (The Old Wood), and there are no issues with visibility as up to 215m sight lines are available in both directions along the road and for currently occupied units the impact of the current development has been forecast to create a insignificant material change in traffic on Saxilby Road of between 1.5% and 3% depending on the movement of traffic between the A57 and A46.

Annex A

Site Plans

Maintainable Highway
Planned Development

Maintainable Highway

