4th December 2014

Craig Fotheringham
Spatial Planning Officer
North Lincolnshire Council
Civic Centre
Ashby Road
Scunthorpe
DN16 1AB

Our Ref: 404.00075.00057
Your Ref:

Dear Craig

RE: ADDITIONAL INFORMATION RELATING TO STRATEGIC EMPLOYMENT SITE ON LAND NORTH OF THE A18 AT HUMBERSIDE AIRPORT: HUME 2

On behalf of our client, Singleton Birch Limited, please find attached additional information in response to your email dated 11th November 2014 relating to the proposed 'HUME-2' strategic employment site on land north of the A18 at Humberside Airport.

The additional information in this letter relates to the forthcoming independent examination into the Revised Submission Draft Housing and Employment Land Allocations DPD ('the DPD').

In your email dated 11th November 2014 (copy attached as **Appendix 1**) you have asked for the following additional information to be provided relating to:

- Impact and proposed mitigation on the Local Wildlife site
- Impact and proposed mitigation on the Local Geological site
- Access
- Availability/deliverability and phasing
- Evidence of demand (potential developers)
- How the site fits in with the Humberside Airport Masterplan and other airport strategies

The following letter (together with attached appendices) considers each of the above matters in turn.

1.0 IMPACT AND PROPOSED MITIGATION ON THE LOCAL WILDLIFE SITE

We have undertaken an assessment of the actual conditions on site and consider that the Melton Ross Quarry LWS does not support habitat that meets the description and criteria of the NERC Act (2006) Section 41 priority habitat of Open Mosaic Habitats on Previously Developed Land. It is considered that this priority habitat type is not present.

The site does not support significant areas of Lowland Calcareous Grassland that would fulfil the S41 NERC Act (2006) habitat criteria. The areas potentially supporting this habitat-type equate to approximately 1% to 2% of the total area of the LWS, and are typically associated

with the peripheral rock faces that would be avoided by any development of this site for employment use.

More realistically, it is considered that there are features present within the site of potential local nature conservation value (typically taken to relate to the parish scale) and therefore, in mitigation, no development programme would be undertaken without an ecological appraisal in accordance with best practice standards.

As with any potential development site, the outcome of the ecological appraisal would be used to guide any potential development using the best practice 'mitigation hierarchy', in which developments are designed to avoid any features of ecological interest, mitigate where this is not viable, and as a final resort provide compensation if neither avoidance nor mitigation are possible.

Melton Ross Quarry LWS is a small part of a much wider quarrying landscape that is constantly creating the new pioneer habitats for which the LWS was designated, through the ongoing quarrying activity, such that it should not be appraised in isolation. The site is not currently managed for nature conservation and natural successional processes will inevitably degrade any potential biodiversity value of the mosaic habitat assemblage over time.

However, permitting development at the site would enable long-term management and enhancement for nature conservation to be implemented and secured by means of condition, ensuring a long-term benefit for nature conservation rather than the current transitory one.

For further commentary on the ecological aspect of the site, please refer to the amplifying information set out in a letter from an SLR ecologist at **Appendix 2**.

2.0 IMPACT AND PROPOSED MITIGATION ON THE LOCAL GEOLOGICAL SITE

The former quarry workings form part of an extensive local geological site, which extends to over 120 ha as shown in Figure 1. Much of this site is in the active Melton Ross Quarry where excellent exposures of the Welton Chalk, which was extracted from the HUME 2 site, are available to the full thickness of the formation.

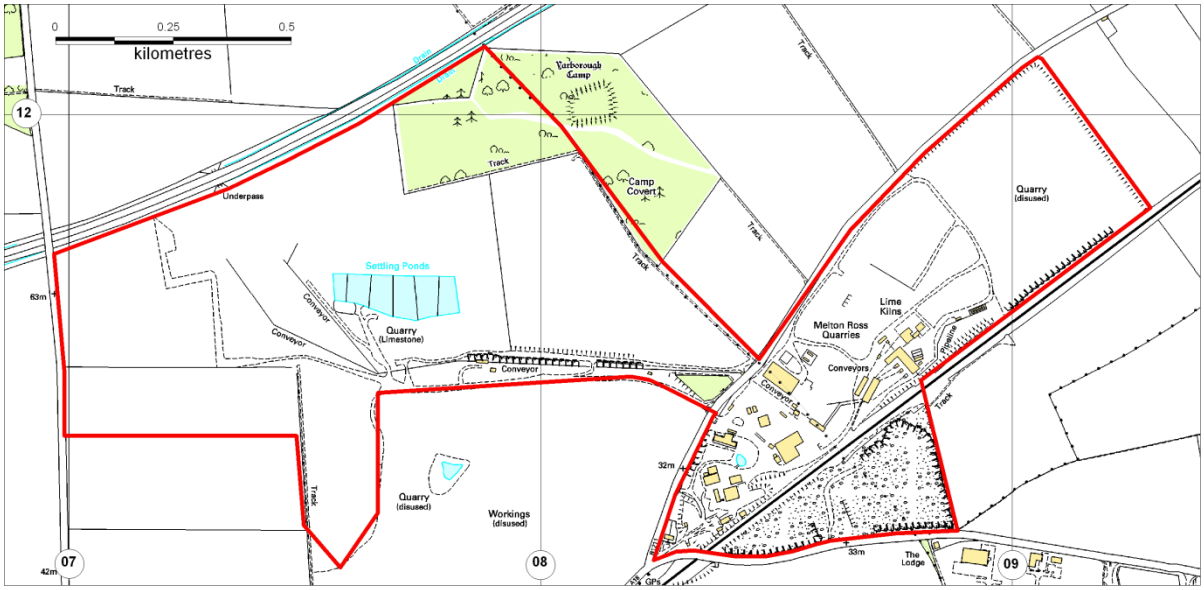


Figure 1: The Local Geological Site at Melton Ross Quarries

In the HUME-2 site, only relatively small sections of the Welton Chalk sequence are currently visible as the majority of the void left after extraction of the Welton Chalk has been backfilled with inert waste.

In short, the remaining exposures in the HUME-2 site are unremarkable in the context of the much more extensive exposures available in the remainder of the local geological site.

The geological structure at Melton Ross is well understood and similar full thickness sections of the Welton Chalk will continue to be exposed by ongoing mineral extraction operations which have now commenced to the north of the A180(T) outside the current extent of the local geological site.

Notwithstanding the points made above, the remaining exposures in the HUME-2 site could be retained as interest features in employment proposals for the site and could be made accessible for students and/or researchers in the way that the exposures in the main quarry are currently made accessible to such stakeholders.

3.0 SITE ACCESS

A comprehensive and detailed study (copy attached at **Appendix 3**) in relation to potential access arrangements at the site was carried out in 2011 and the findings were discussed and agreed with NLC highways department.

Based on anticipated activity of the site, this study confirmed that flows would remain well within the road's available capacity. It also concluded that the provision of a new access junction off the A18 would not materially impact road safety. Indeed, a new junction would have significant benefit by providing a new 'feature' which would enable additional speed restrictions to be imposed to slow traffic and mitigate an existing road speed concerns. Development of this site could also include potential off site mitigation on the A18 either in isolation, through financial contributions or jointly as part of the overall airport development strategy.

4.0 AVAILABILITY/DELIVERABILITY AND PHASING

In respect of the site's proposed deliverability, Singleton Birch is aware of the site specific considerations that must be addressed at the detailed design stage and believe that it would unusual for a site of any type to be left completely free from development constraints.

We consider that the proposed 'HUME-2' allocation faces site specific development objectives that are comparable to those set for other development sites allocated within the DPD. The proposed HUME-1 allocation is a good example of a site that will also need to address a number of constraints as part of the development management process and prior to development being delivered. Therefore, we consider the development of HUME- 2 to be both feasible and deliverable.

Singleton Birch can confirm that the 7.8ha site is currently vacant and available for development with expectations that the development of HUME-2 would be brought forward in Phases 1 and 2 of the plan period (2014-2024). Therefore, site delivery is anticipated in accordance with the timescales set within the Employment Land Delivery Framework which identifies the following three phases in the plan period; Phase 1 (2014-2019), Phase 2 (2019-2024) and Phase 3 (2024-2026).

5.0 EVIDENCE OF DEMAND (POTENTIAL DEVELOPERS)

The LDF ensures that sufficient employment land is available up to 2021 to meet North Lincolnshire's needs and to fulfil its vision to become the Global Gateway. It takes into consideration North Lincolnshire's location which places the area at an advantage in terms of access to the European mainland and its main trading and commercial centres via the South Humber ports which handle over a quarter of the UK imports and exports.

North Lincolnshire also benefits from excellent transport links, including access to the two international airports, a well-developed motorway, road and rail networks connecting the area with the rest of the country and beyond.

Evidence of demand for employment land is set out in the Housing and Employment Land Allocations DPD submission draft and DPD policies which are derived from locally based evidence documents such as the North Lincolnshire Employment Land Review (ELR) 2013, the Draft North Lincolnshire Economic Development Strategy and the 2012 North Lincolnshire Local Economic Assessment.

The Employment Land Review Update 2013 provides an assessment of employment land in North Lincolnshire and provides evidence supporting local employment land policies and the identification of employment sites across the area. It is a key component of the LDF evidence base and performs the following main functions:

- assesses the suitability of sites for employment development;
- looks to safeguard the best sites in the face of competition from other higher value uses
- identifies an up to date and balanced portfolio of employment sites in the LDF.

Preparing the ELR involved market and demand analysis to determine likely future performance of the economy. It translates forecast sectorial demands into employment land requirements, whilst also recognising that demand will be affected by what is on offer. In addition to the amount of land required is ensures that the future requirements of all employment sectors are met in terms of location and unit size.

The 2013 ELR provides an indication of future employment requirements based on an analysis of past take up of employment land as well the number of enquiries received by type of land or premises. In terms of size and type of space, consistently the highest level of enquiries has been regarding industrial premises, as well as for premises of between 1,000 and 4,999 ft2 in size. (Of all enquiries received between 2005 and 2013, over half (55%) were for smaller premises measuring less than 5,000 ft2). This demand profile is consistent with proposed 'HUME-2' allocation.

Almost 60% of all floorspace in North Lincolnshire is taken up by factories which compares to the regional figure of just under 40% and the national figure of just under 30%. The proposed HUME -2 allocation is also consistent with North Lincolnshire's strengths in relation to its manufacturing and industrial base as well as logistics and distribution.

Based on wider studies forecasting demand for employment land within the North Lincolnshire and the site enquiries Singleton Birch has received to date, our client is satisfied that there will be sufficient demand for a development land of this type and at this location. Nevertheless, with the developer preference for certainty in mind, the full extent of demand will only become apparent when the site is allocated for development as part of the LDF process.

6.0 FIT WITH THE HUMBERSIDE AIRPORT MASTERPLAN AND OTHER AIRPORT STRATEGIES

Humberside Airport is one of North Lincolnshire's two international airports which provide air connections to the rest of the UK and Europe. For the purposes of employment land provision, it is considered a strategic location, along with South Humber Bank and North Killingholme Airfield.

White Paper 'The Future of Air Transport' (2003)

In December 2003, the Government produced the White Paper 'The Future of Air Transport' which sets out a national framework for the industry and a comprehensive review of airport requirements in the UK for the next 25 years.

The White Paper sets out the Government's conclusions on the future role, scale and development requirements of all the airports in the UK and recommends that all major UK airports prepare a Master Plan document, demonstrating their long-term development proposals, in some detail up to 2015, with indicative plans showing future aspirations for the period between 2016-2030.

Humberside Airport Master Plan (2007 – 2030)

The Humberside Airport Master Plan (2007 – 2030) was published in March 2007 in line with White Paper objectives. At the time, the Plan estimated existing terminal capacity at some 750,000 passengers per year and anticipated that this would be surpassed with throughput growing considerably from around 260,000 in 1994 to 540,000 in 2004.

By the end of the Plan period, the Master Plan intended to facilitate a doubling of passenger numbers to around 1 million per annum and increase its air freight business particularly in support of regional specialities like perishable food products. Despite these stated objectives, numbers have since dropped and were recorded at 236,000 for 2013 an increase of 1 % on the previous year. The airport also planned to increase jobs onsite to 1,040 in 2016 and to 1,230 in 25 years; however, this anticipated increase was largely based on the target increased passenger numbers.

While passenger numbers seem to have peaked in the mid-2000s, cargo throughput reached record levels in 2011 at over 1,100 tonnes which is around 10 times the level seen in 2005. The airport also performs well in terms of niche sectors such as the servicing sector for offshore oil and gas.

As it can be difficult to fully anticipate future development trends accurately, the importance flexibility in catering for and encouraging growth in emerging sectors should be emphasised. Nevertheless, the proposed allocation at HUME-2 is consistent with planned levels of airport development as indicated on Humberside Airport Master Plan and specifically those infrastructural improvements shown on the 2016 Site Layout Plan (enclosed –please refer to **theringham 11**). These include developments that would:

- Improve and enlarge its terminal and operational infrastructure:
- Increase contribution/support for community initiatives including public transport links':
- Provide further car park capacity as Car Park 4 will be displaced by the continued development of the Business Park (this will eventually be relocated to an area of land to the south of the Business Park): and
- New access arrangements which will improve vehicle flows around the Passenger Terminal complex.

7.0 SUMMARY & CONCLUSION

The proposed strategic employment allocation known as 'HUME-2' is located adjacent to Humberside Airport which offers both air freight opportunities and strategic access via the A18 and M180. It is an ideal site for B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses particularly those associated with air freight or training operations.

To date, Singleton Birch has made a number of representations as part of the DPD process and responded to a request for additional information made to it by North Lincolnshire Council in relation to access and scale and intensity of the anticipated development.

Singleton Birch has made considerable investment in bringing forward HUME-2 for development and is actively pursuing this objective as part of its asset management strategy. The company is fully aware of the site's potential environmental constraints and is satisfied that these may be overcome as part of the development management process. Indeed, the conclusions of preliminary feasibility studies undertaken in relation to access and ecology do not significantly affect the net developable area, with capacity to address these considerations effectively and demonstrably as part of any detailed design phase.

In summary, Singleton Birch considers that any future development of the proposed 'HUME-2' employment allocation could be fully integrated with the airport master plan and entirely deliverable within the plan period.

APPENDIX 1

Email dated 11th November 2014 from Craig Fotheringham, NLC

Mike Hayes

From: Mike Hayes
Sent: 05 December 2014 16:42
To: Mike Hayes
Subject: FW: Housing and Employment Land Allocations DPD - site HUME-2

Mike Hayes
BSc (Hons) MRICS
Associate Surveyor - Planning & Estate Management
SLR Consulting Limited

Email: mhayes@slrconsulting.com
VoIP: 4212
Mob: +44 7787 504 959
Tel: +44 115 964 7280
Aspect House, Aspect Business Park, Bennerley Road,
Nottingham, NG6 8WR, United Kingdom

From: Craig Fotheringham [mailto:Craig.Fotheringham@northlincs.gov.uk]
Sent: 11 November 2014 07:50
To: Stewart Lenton
Subject: RE: Housing and Employment Land Allocations DPD - site HUME-2

Stewart,

Thank you for replying back to my email.

The clock is now ticking with regard to the run up for the examination. Ideally I would like your comments in a concise letter (electronic word or pdf format) that could be attached to my examination statement for site HUME-2 as an appendix but referred to within.

Issues that need to be addressed and covered are:-

1) Impact and proposed mitigation on the Local Wildlife site
2) Impact and proposed mitigation on the Local Geological site
3) Access
4) Availability/deliverability and phasing
5) Evidence of demand (potential developers)
6) How it fits in with the Humberside Airport Masterplan and other airport strategies

Regarding timescales, I would be most grateful for your input by the end of November. This would then give me a reasonable chance to incorporate key points into my statement.

I trust you will find the above to be satisfactory.

If you require any further assistance please do not hesitate to get back to me.

Regards
Craig Fotheringham
Spatial Planning officer
01724 297570

-----Stewart Lenton <slenton@slrconsulting.com> wrote: -----
To: Craig Fotheringham <Craig.Fotheringham@northlincs.gov.uk>
From: Stewart Lenton <slenton@slrconsulting.com>
Date: 11/10/2014 11:27AM
Cc: Richard Stansfield <rstansfield@singletonbirch.co.uk>
Subject: RE: Housing and Employment Land Allocations DPD - site HUME-2

Good morning Craig, thank you for your email.

I can confirm that our client Singleton Birch is still very much seeking to promote the site HUME-2. It is maintained that the comments made regarding the site in support of the alternative are misleading and clearly seek to deliberately downplay the suitability of HUME-2 in an attempt to elevate their own site. For example it is suggested that the site has poor access, whereas in fact, you are aware of the detailed work on site access that was undertaken in conjunction with your highways colleagues in 2011 at which a good and suitable access was agreed.

We propose to address the points raise in more detail and would be grateful If you could confirm:

The timescales by which we need to respond;

The format in which a response is required, presumably an electronic letter format by email would be suitable?

I look forward to hearing from you.

Kind regards,

Stewart

Stewart Lenton
Technical Director - Planning & Estate Management
SLR Consulting Limited

Email: slenton@slrconsulting.com
Mob: +44 7899 928486
Tel: +44 115 964 7280
Aspect House, Aspect Business Park, Bennerley Road,
Nottingham, NG6 8WR, United Kingdom

From: Craig Fotheringham [mailto:Craig.Fotheringham@northlincs.gov.uk]
Sent: 05 November 2014 10:03
To: Stewart Lenton
Subject: Housing and Employment Land Allocations DPD - site HUME-2

Stewart,

You will be aware that the Housing and Employment Land Allocations DPD was submitted to the Secretary of State on the 31st July 2014.

An Inspector has been appointed with the examination provisionally scheduled to commence the 2nd/3rd week in January 2015. The Revised Submission Draft Housing and Employment Land Allocations DPD included your land to the north of the A18 at Humberside Airport with a specific site reference of HUME-2.

From the provisional matters received from the Inspector your site will be discussed at the examination with the environmental constraints, such as the impact of the proposed development on the Local Wildlife Site (LWS) and Local Geological Site (LGS) highlighted at this stage.

An alternative site to HUME-2 was submitted during the latest consultation period by the Church Commissioners for England, which is located to the west of the proposed allocation HUME-1. The following link will take you to the council's consultation webpage where you can read the representations submitted under policy HUME-1, including the alternative site.

http://nlincs-consult.limehouse.co.uk/portal/housing_and_employment_land_allocations_dpd_revised_submission_draft_april_2014?pointId=d1890677e2836#section-d1890677e2836

Given, the representations stated above, the alternative site and the Inspector's interest in the environmental factors relating to your site have you any additional information, particularly relating to wildlife/habitat/geological issues that could be used to further support your proposed allocation? The Church Commissioners are comparing their site with yours and consider that due to wildlife/habitat/geological and access issues that their site is preferable in terms of deliverability and locational aspects in terms of it falling adjacent to the existing and proposed HUME-1 allocation.

This leads me to the question of whether your client, Singleton Birch, are still actively pursuing site HUME-2. Given the site's known environmental constraints and the consideration of an alternative site at the examination I would appreciate your views on the above.

Regards

Craig Fotheringham

Spatial Planning Officer

APPENDIX 2

Ecology Response

28th November 2014

Craig Fotheringham
Spatial Planning Officer
North Lincolnshire Council
Civic Centre
Ashby Road
Scunthorpe
DN16 1AB

Our Ref: 404.00075.00057
Your Ref:

Dear Craig

RE: MELTON ROSS QUARRY LOCAL WILDLIFE SITE – RESPONSE TO OBJECTION ON ECOLOGICAL GROUNDS

Introduction

In the objection raised by Miss Elizabeth Biott of Lincolnshire Wildlife Trust, (5th June 2014), it is stated that the Lincolnshire Wildlife Trust objects to the proposed allocation of the land at Melton Ross Quarry on the basis that this site is a non-statutory designated nature conservation site, namely the Melton Ross Quarry Local Wildlife Site (LWS). The objection indicates that the LWS was designated as such due to the presence of brownfield open mosaic habitats and lowland calcareous grassland, and that these are priority habitats included on the Natural Environment and Rural Communities (NERC) Act 2006 Section 41 list of habitats of principal importance.

The LWS citation for Melton Ross Quarry (copy appended) indicates that the principle reasons for designation of the site are mosaic and ruderal habitats, with semi-natural woodland, scrub, unimproved calcareous grassland and unimproved acid grassland as additional features. With regards to the LWS selection criteria passed, the citation indicates that these are neutral grassland (NG1), calcareous grassland (CG1) and mosaic habitats (Mos1). The criteria for brownfield mosaic habitats (BM1), which is analogous to the S41 NERC Act (2006) Open Mosaic Habitat, are not recorded as having being achieved.

The LWS selection criteria[1] for neutral and calcareous grassland areas specify that the site must support at least 0.1 hectares of either habitat, and that each must support at least eight species selected from the respective list provided in the selection guidelines.

The LWS selection criteria for mosaic habitats specify the requirements for qualification as being: '*areas at least 0.25ha in extent that support a combination of two or more individual habitats, each with a species index score that is no more than three points below the* [individual habitat] *qualifying threshold'.* This selection criterion is used to '*recognise that habitat diversity is good for species diversity*' and indicates that it should be used to select

[1] Greater Lincolnshire Nature Partnership (2013) *Local Wildlife Site Guidelines for Greater Lincolnshire* 3rd Edition.

adjacent areas of habitat where not all are of LWS quality on their own, but together represent a valuable wildlife resource.

NERC Act (2006) Section 41 Priority Habitats

In order for a site to meet the NERC Act (2006) S41 criteria for selection as Open Mosaic Habitat on Previously Developed Land (OMH)[2], the habitat must comprise not only a mosaic of at least two early colonising vegetation communities, but also areas of 'loose bare substrate' that are adjacent to, or within, each 0.25 ha area of closed vegetated habitat. The areas of 'loose bare substrate' can vary significantly in size, but must be suitable for potential colonisation by plants. Coarse substrates that would require significant weathering before colonisation could occur, such as rubble, do not comply.

The LWS selection criteria for mosaic habitats (Mos1), for which Melton Ross Quarry LWS was partially designated, are not the same as the S41 NERC Act (2006) priority habitat description for OMH, and they particularly lack the bare ground aspect. That the site does not meet the S41 NERC Act (2006) OMH selection criteria was confirmed during a site visit by a qualified ecologist from SLR on 27th November 2014, which indicated that the vegetated habitats were closed, with full ground cover, and no significant bare loose substrate recorded within the site.

During the site visit on 27th November 2014, an area of unimproved calcareous grassland approximately 0.1 ha in area was recorded on spoil mounds in the approximate centre of the site, with smaller patches of calcareous grassland being recorded in association with some of the exposed rock faces. Due to the time of year it was not possible to undertake a suitable degree of botanical survey to confirm that these areas of habitat meet the LWS selection criteria. The area of calcareous grassland present equates to approximately 1 to 2% of the 7.8 ha site.

In order to qualify as the S41 NERC Act (2006) priority habitat Lowland Calcareous Grassland, the vegetation community present must principally be definable as one of the first ten calcareous grassland communities as described using the National Vegetation Classification (NVC CG1 to CG10)[3]. Whilst it is recognised that areas of calcareous grassland are present on the site, it has not been determined if these conform to any particular NVC calcareous grassland communities as specified for selection of S41 NERC priority habitat The patches of calcareous grassland associated with the exposed rock faces are more likely to be compliant, but it does not appear that any party has completed sufficiently detailed botanical study to allow this to be determined.

It is considered that the Melton Ross LWS does not meet the requirements to be considered to support Open Mosaic Habitat *sensu* the Section 41 NERC Act (2006) priority habitat description, and is unlikely to support NERC Act compliant Lowland Calcareous Grassland to any significant degree.

General Nature Conservation Value of the Site

The habitats present within the application area are largely anthropogenic in origin, having developed in an exhausted quarry pit on a range of substrates, including exposed faces and inert fill material. The habitats present are typical examples of early establishing vegetation assemblages, apart from some peripheral areas that have been less disturbed by the

[2] UK Biodiversity Action Plan; Priority Habitat Descriptions. *Open Mosaic Habitats on Previously Developed Land* BRIG (ed. Ant Maddock) (2008, updated July 2010).

[3] Rodwell et al (1992) *British Plant Communities – Volume 3 - Grasslands and Montane Communities*. JNCC. Cambridge University Press.

quarrying process and support some scrub and trees, including tree belts planted as screening.

Brownfield sites that support a mosaic of a number of habitat types, such as this area of Melton Ross Quarry, are typically species diverse due to the range of opportunities presented for wildlife. However, the early colonising habitats typical of such sites are not fixed and continue to develop over time. Without regular disturbance or management the habitat diversity of such sites typically declines as the habitats naturally develop towards a climax habitat type (typically grassland, scrub or woodland dependent on environmental factors).

The Defra guidance on the selection of local wildlife sites, referenced within the Local Wildlife Site Guidelines for Greater Lincolnshire, state that all local sites should indicate evidence of positive management; such management could be in the form of a management plan or via the provision of guidance or advice. No such management is present for the Melton Ross Quarry LWS.

That the Melton Ross Quarry LWS met the criteria for local wildlife site status when designated in 2010 is not disputed, and the site is considered likely to still meet these criteria (which are not onerous). However, the site is not managed and is no longer subject to significant disturbance; over time the diversity of the site will almost certainly decline as the site naturally becomes more homogenous. Whilst this process may take years, it is almost inevitable unless a management programme is instigated and there is currently no driver for this to happen.

As described above, the habitats present are largely anthropogenic in origin, arising from quarrying activities. The quarrying activities at Melton Ross are ongoing, producing a cycle of mineral working followed by restoration, with at least 12 year's supply understood to be remaining. Whilst the mosaic habitats of the Melton Ross Quarry LWS are by their nature transitory, the cycle of quarrying activities and restoration ensures new opportunities for these early transition habitats are constantly being created in the immediate area. In this context, appraising the anthropogenic habitats of the designated LWS in isolation is somewhat incongruous, particularly as no management is in place to artificially maintain the early developmental state of the mosaic habitats. The species associated with these transitory habitats are typically highly mobile, colonising suitable nearby areas as their existing habitat develops into a less favoured habitat type.

Summary

The Melton Ross Quarry LWS is considered not to support habitat that meets the description and criteria of the NERC Act (2006) Section 41 priority habitat of Open Mosaic Habitats on Previously Developed Land. It is considered that this priority habitat type is not present.

The LWS site does not support significant areas of Lowland Calcareous Grassland that would fulfil the S41 NERC Act (2006) habitat criteria. The areas potentially supporting this habitat-type equate to approximately 1 to 2% of the total area of the LWS, and are typically associated with the peripheral rock faces that could be avoided by any development of this site.

Therefore the objection to inclusion of the site within the Housing and Employment Land Allocations DPD on the basis of the presence of NERC Act (2006) S41 priority habitats is disputed.

That the application site may have features of potential local nature conservation value (typically taken to relate to the parish scale) is not disputed, and no development programme

would be undertaken without ecological appraisal in accordance with best practice standards, as with any potential development site.

The outcome of the ecological appraisal would be used to guide any potential development using the best practice 'mitigation hierarchy', in which developments are designed to avoid any features of ecological interest, mitigate where this is not viable, and as a final resort provide compensation if neither avoidance nor mitigation are possible.

Melton Ross Quarry LWS is a small part of a much wider quarrying landscape that is constantly creating the new pioneer habitats for which the LWS was designated, and should not be appraised in isolation. The site is not currently managed for nature conservation and natural successional processes will inevitably degrade the biodiversity value of the mosaic habitat assemblage over time.

However, permitting development at the site would enable long-term management and enhancement for nature conservation to be implemented and secured by means of condition, ensuring a long-term benefit for nature conservation rather than the current transitory one.

Yours sincerely
SLR Consulting Limited

Martyn Macefield
Senior Ecologist

APPENDIX 3

Access Appraisal

global environmental solutions

Land at Melton Ross
A18, North Lincolnshire

Access Appraisal

SLR Ref: 403-00075-00062

June 2011

Singleton Birch

CONTENTS

APPENDICES

DRAWINGS

1.0 INTRODUCTION

1.1 Background

On behalf of Singleton Birch Ltd (SBL), SLR Consulting Ltd (SLR) has submitted land at Melton Ross (the subject site) for consideration for inclusion in the North Lincolnshire Housing and Employments Land Allocations Development Plan Document (DPD).

North Lincolnshire Council (NLC) has requested that further consideration as to the accessibility of this potential site is given to show that such a development could be accommodated without having an adverse effect on the adjacent highway.

This report has been prepared to consider the level of potential development at the subject site and the potential for the existing road network to accommodate the traffic generated by such a development. Base traffic and road traffic accident data have been collected and a layout for a potential development access from the A18 has been developed.

The results of the assessment work have been discussed with the local highway authority, which is generally supportive of the proposals.

1.2 Executive Summary

The subject site is located on land to the east of Melton Ross and served from the A18, and is shown on Drawing 1. A new access junction would be constructed to serve the site (shown on Drawing 2), which would be developed for mixed use, comprising B1 and B8 designations.

Such a development would lead to up to 2,600 vehicles movements per day (two way), which relates to a baseline flow of 10,000 vehicles per day: the development would increase vehicle volumes on the A18 by up to 30% and these flows would remain well within the road's available capacity.

The A18 has been the subject of road safety issues in the past, associated with vehicle speeds and driver carelessness. The local highway authority is in the process of seeking to reduce the speed limit in the area of the subject site from 60mph to 50mph.

Provision of a new access junction off the A18 would not be of material impact to road safety: the new junction could be constructed in accordance with the relevant standards, and would serve to mitigate an existing accident issue that has been present within the vicinity. Provision of the new junction would also be of benefit in providing a "feature" around which to introduce the reduced speed limit, and would also provide facilities to enable future enforcement of speed.

Development at the subject site would also lead to the consideration of off-site mitigation measures on the A18 within Melton Ross and further west. This could be done either in isolation, through financial contributions, or jointly with future development at the airport site.

On balance, it is considered that development of the subject site would be of benefit to the road and transport network.

2.0 BASELINE CONDITIONS

2.1 Site Location

The location of the subject site is shown on Drawing 1.

The site is a former quarry, located east of the settlement of Melton Ross and immediately north west of the Humberside International Airport.

The site is served by a closed access point from the A18: the site is currently dormant.

2.2 Existing Highway Network

The site is accessed directly from the A18, which provides a primary road link between Scunthorpe and the M180 to the west with Grimsby to the east and it also provides access to Humberside International Airport. The A18 is a single carriageway road which follows the profile of the surrounding land, and is windy in places.

Within the vicinity of the site access, the A18 is subject to the national speed limit, which reduces to 40mph in the settlement of Melton Ross. The road is not illuminated, except at certain locations, as detailed below.

West of the site, the A18 passes through Melton Ross, where a footway is retained within the northern verge through the village, and on both sides in some locations. The road provides direct access to side roads and properties, with associated signage and in some cases road widening. The road is illuminated to a low standard in the village: other than footway provision, there are no specific highway features provided for vulnerable road users.

East of the site, Humberside Airport and an adjacent business park are accessed from the A18 via an at grade priority junction with ghost island provision. The junction is laid out so as to accord with modern standards and the junction area is illuminated to modern standards.

As well as the airport, the junction provides access to a business park, which is partly developed. A footway is provided on the western side of the junction bellmouth.

West of the site, but east of Melton Ross, the B1211 joins with the A18 via an at grade priority junction, located near to an overbridge of the A18 over a railway line. The junction accommodates HGV traffic associated with the current SBL operations: SLR has analysed the impact of this traffic in the past, concluding that it was accommodated safely within the operation of the junction.

West of Melton Ross, the A18 joins with the M180 / A180 via a grade separated junction which is laid out in accordance with the appropriate standards.

2.3 Existing Traffic Levels

An automatic traffic count was undertaken on the A18 between the subject site and the airport access junction. The raw data collected are included at Appendix 1, and the data are summarised in terms of volume and speed in Tables 1 and 2 respectively.

Table 1
A18 East of Melton Ross
Recorded Traffic Data (Volume)

Period	Direction	Traffic Flows		
		Total	HGV	%age HGV
24 Hour	E/B	4,779	262	5.5%
	W/B	5,000	302	6.0%
	Combined	9,779	564	5.8%
12 Hour	E/B	3,962	210	5.3%
	W/B	4,171	257	6.2%
	Combined	8,133	467	5.7%
AM Peak	E/B	461	24	5.2%
	W/B	413	37	9.0%
	Combined	874	61	7.0%
PM Peak	E/B	468	23	4.9%
	W/B	533	31	5.8%
	Combined	1,001	54	5.4%

Table 1 shows that the A18 currently carries a weekly daily flow of in the order of 10,000 vehicles, with a 12 hour flow of 8,133 vehicles. The proportion of HGV traffic by total volume is in the order of 6%

Annex D to TA 46/97[1] provides a formal for a calculation of the Congestion Reference Flow (CRF) of the A18 in this location: CRF is an estimate of the daily traffic flow at which the road is likely to become congested. The calculation indicates that the CRF in this location would be in the order of 23,000 vehicles, and based on measured volumes therefore, the A18 may be considered as currently operating at below 50% of its theoretical capacity.

Table 2
A18 East of Melton Ross
Recorded Traffic Data (Speed)

Direction	Posted Speed Limit	Total Veh	85 %ile Speed	Mean Speed
E/B	60	4,779	58.4mph	51.1mph
W/B	60	5,000	58.3mph	51.1mph

Table 2 shows measured 85th %ile flows at just above 58mph, which is below the current speed limit in this location of 60mph.

[1] TA 46/97 Traffic Flow Ranges for Use in the Assessment of New Rural Roads, DMRB Volume 5

2.4 Accident Records

Records of road traffic accidents recorded over a five year period within a defined study area were collected from North Lincolnshire Council, and the raw data collected are included at Appendix 2. Table 3 below provides a summary of the recorded accidents over this period within the vicinity of the subject site.

Table 3
Summary of Recorded Accidents 2006 to 2010

Location	Recorded Accidents			Total
	Slight	Serious	Fatal	
A18 / B1211 Junction	3	-	-	3
A18 Railway Bridge Vicinity	2	2	-	4
A18 Within Vicinity of Proposed Site Access	1	-	-	1
A18 Within Vicinity of Airport Access	6	-	-	6
Total	12	2	-	14

The data show that a relatively moderate number of recorded accidents over a five year period, 14 in total of which 2 were classified as serious with the others classified as slight. There were no fatal accidents over the period assessed.

The two serious accidents both occurred at or within the vicinity of the railway bridge crossing and both involved a motorcycle: one on its own and for the other a car was also involved. Motorcycles were also involved in two other slight accidents, and an HGV was involved in a slight accident.

Causation factors were provided for only the three year period 2008 to 2010 and for these data the locations, severity and types of recorded accidents within the vanity of the subject site are shown on Drawing 2. From the data made available, it is evident that the main cause for accidents is vehicles travelling too fast for the road and conditions, and vehicles swerving.

North Lincolnshire Council has advised that a speed limit review for this area is underway, with the potential for the speed limit to be reduced within the area of this assessment.

2.5 Committed / Potential Developments

The western side of the airport complex is partly developed for business use. SLR understands that the continued development of this site is proposed as a saved policy from the previous Development Plan and further development on land to the west is also proposed (proposed Policy HUME-1).

The extended land area falls on the opposite side of the A18 to the potential site which is the subject of this assessment. The subject site would therefore comprise a natural extension to HUME-1.

3.0 POTENTIAL DEVELOPMENT

3.1 Introduction

This section provides an assessment in transportation terms of the potential development of the site, with a view to establishing the potential traffic levels which would be attracted to the site and the ability of the existing highway to accommodate it.

A site access design has been developed to accommodate the potential traffic levels.

The proposed design and high level impact assessments have been discussed with the Local Highway authority (LHA) at North Lincolnshire Council.

3.2 Development Mix

Based on an initial assessment of the potential development, a preliminary development mix has been established which is summarised in Table 4 below.

Table 4
Potential Development Mix

Use	Units	Unit Size	Floors	Gross Floor Area (m²)		
				B1a	B1c	B8
B1c (light industry)	5	750	2		7,500	
B1a (office)	15	210	2	6,300		
B1c (light industry)	1	1500	2		3,000	
B8 (storage & distribution)	1	7200	1			7,200
Totals				6,300	10,500	7,200

3.3 Likely Trip Generation and Distribution

The TRICS database has been used to establish the likely level of trip generation which would arise from the potential development. A summary of predicted trip generation is provided in Table 5 below.

Table 5
Predicted Trip Generation

Use	GFA (m^2)	12 Hour			AM Peak			PM Peak		
		Trip Rate	Total Flow	%age HGV	Trip Rate	Total Flow	%age HGV	Trip Rate	Total Flow	%age HGV
B1a (office)	6,300	14.365	905	0.7%	2.087	131	0.3%	1.772	112	0.2%
B1c (light industry)	10,500	14.608	1,534	1.6%	2.321	244	1.2%	1.777	187	1.0%
B8 (storage & distribution)	7,200	3.384	244	37.5%	0.288	21	40.6%	0.238	17	33.6%
Totals	24,000		2,682			396			315	

With respect to trip distribution, it is envisaged that the majority of trips would be weighted to the west, where the M180 is present and the A180 provides a better route east to Grimsby than the A18 east of the site. The siting of the nearby airport and the potential for cross trips between these sites would need to be explored in depth at planning application stage, however it is likely that there would be reasonable movement between the two sites.

For the purposes of preliminary impact assessment work for this appraisal, where the impact on the A18 is the primary issue, an assumption has been made that 90% of all traffic would access the site from the west, with the remainder from the east.

3.4 Proposed Access Arrangements

The site is currently accessed via a low grade private access, which is gated and currently closed. This access would be stopped up under development of the site, with suitable access provision made commensurate with the likely development.

As detailed in Section 3.3, the site would generate a daily traffic flow of in the order of 2,700 vehicles (two way), against a mainline daily traffic flow of 10,000 vehicles (two way). Figure 2/2 of TD42[2] shows that for these flow levels, a ghost island priority junction would be appropriate.

A suitable layout to accord with these requirements has been developed, in discussion with the LHA, and this is shown on Drawing 3. The junction is sited so as to maximise available visibility at the junction: siting the junction further west would reduce the available visibility.

Drawing 3 demonstrates that a suitable access junction may be accommodated within the existing highway layout and that such a layout may be accommodated safely.

3.5 Potential Impact Analysis

3.5.1 Likely Increases in Traffic

Based on the 90% emphasis on routing traffic west of the site, the increase in traffic on the A18 as a result of the development is shown in Figure 1 below. It should again be noted that this is a high level assessment, with no trip reduction sought through smarter travel planning

[2] TD 42/95 Geometric Design of Major / Minor Priority Junctions, DMRB Volume 6

nor the distribution of trips examined in any detail: the figures provided in Figure 1 should be seen therefore as a worst case.

Figure 1
Potential Development Impacts A18 (12 Hour Flows)

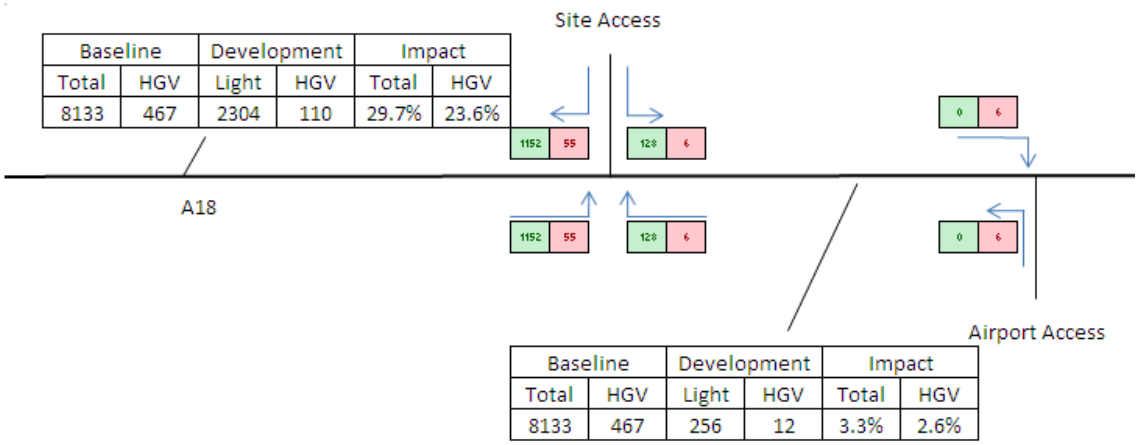


Figure 1 shows that the worst case increase on the A18 as a result of the potential development would be in the order of 30% for total traffic, with a 24% increase in HGVs.

3.5.2 Impact on Road Capacity

Development of the site would introduce a worst case of approximately 2,500 new trips onto the A18 west of the. As detailed in Section 2.3 above the A18 has a CRF of approximately 23,000 vehicles per day and is currently operating at less the 50% of its theoretical capacity.

There is reserve capacity, therefore, in the A18 to accommodate development of the site in addition to a similar scale of development at the HUME-1 site.

3.5.3 Impact on Road Safety

The likely increase in traffic arising from development of the site has been discussed with the relevant officers of the LHA.

It is agreed that the site access junction could be accommodated safely and would improve the current situation in respect of the current hazard for vehicles turning into and out of the residential access opposite the site.

West of the site, the LHA has identified a history of road safety issues on the A18, with specific issues arising at the following locations:

- The priority junction where the A18 diverges immediately south of the M180 junction;
- Locations within Melton Ross; and
- The A18 / B1211 junction and adjacent railway bridge.

The increase in vehicle quantity on the A18 arising from development at the site would have the potential to create an adverse affect on road accidents in these locations and therefore

off site mitigation measures should be considered through development of this and the adjacent HUME-1 site.

Development of the site would enable the funding of off-site mitigation measures, which would contribute to an overall improvement in road safety on this section when compared to the current situation. The potential mitigation measures to be considered are discussed in Section 4.2 below.

3.6 Section Conclusion

The site has been identified for development of a B1 and B8 mix totalling in the order of 24,000m².

Such development at the site would lead to in the order of 2,600 new trips per day on the A18, the majority of which would be sourced from the west. This would be against a current baseline on the A18 of 10,000 vehicles per day which equates to less than half of the road's theoretical capacity.

A site access junction may be incorporated on the A18 to comply with appropriate design standards, which would provide an improvement in road safety terms at this location.

The A18 has a relatively poor accident record west of the site and it is considered that contributions towards off-site measures to improve road safety could be associated with the development, to provide a general improvement to road safety compared with the current situation.

4.0 SCHEME BENEFITS

4.1 LHA Liaison

SLR met with the LHA on 10th June 2011 to discuss the site, the proposed site access arrangements and the general viability of development at this location.

The LHA was supportive of development at this site, as such development would lead to road safety benefits at the point of the new access junction and on the A18 generally.

The proposed layouts for the site access junction were discussed and generally well received by the LHA. Amendments, which have been incorporated into the layout shown in Drawing 3 of this report, were requested as follows:

- Ghost island marking to incorporate double white lines on its off side;
- Provide a deceleration lane for eastbound vehicles turning left into the site;
- Provide a short waiting lane within the ghost islanding for eastbound vehicles turning right into The Lodge; and
- Provide a boundary detail along the site frontage which would ensure visibility would not be encroached into by growing vegetation.

The LHA also advised that provision of a police motorcycle observation point at some point along the site frontage would be desirable, to enable enforcement of a future 50mph speed limit which the LHA plans to introduce in this area. Such provision is allowed for within the layout, showing an observation point at the location of the existing site access.

The matter of potential off-site impacts arising from development of the subject site was also discussed with the LHA, and potential measures of off-site mitigation which could be introduced through future development are discussed in Section 4.2 below.

4.2 Off Site Mitigation

Mitigation measures to be proposed as part of a future development proposal would need to be assessed in detail at planning application stage, however it is evident that development of the subject site would require a level of off-site provision. Such mitigation could be provided either independently, or jointly with development of the HUME-1 site, or through Section 106 Contributions.

The potential off site mitigation that could be required was discussed with the LHA, with the following areas identified:

- Potential improvement of the A18 / A15 priority junction to a roundabout layout;
- Improvements to signage and road markings at key junctions within Melton Ross;
- Introduction of a 50mph speed limit with vicinity of subject site and airport accesses; and
- Provision of a police observation platform within verge west of the site access.

These options would be considered in further detail at planning application stage.

4.3 Scheme Benefits

From discussions with the LHA, it is evident that development at the subject site would lead to benefits to them and users of the A18, primarily associated with road safety.

Directly associated with the subject site, provision of the new access junction will lead to an improvement in road safety through introducing a feature into the road which would serve to reduce traffic speeds, whilst also providing a greater level of safety for vehicles driving into and out of the access road serving The Lodge.

Provision of the new junction would also provide a suitable “feature” which would assist a new speed limit to be introduced, and the development would also be able to cater for provision of a police observation point to assist in the enforcement of the new limit.

Either directly or indirectly associated with the scheme, the potential development would provide funding to introduce other measures on the A18 which would improve road safety.

The subject site’s proximity to Humberside Airport should also not be discounted: businesses which are associated with the airport, or the need for access to air haulage, would be attracted to such a site, which would lead to a reduction in journey distances and general congestion on the highway.

5.0 SUMMARY & CONCLUSIONS

5.1 Summary

An Executive Summary is provided at Section 1.2 of this report.

5.2 Conclusions

Based on the findings of this assessment, the following may be concluded:

- Development of the subject site would not lead to a material adverse impact on the adjacent transport network;
- A new junction may be accommodated safely onto the A18; and
- Such development would lead to benefits in terms of road safety, through off-site improvement measures and vehicle speed reduction.

6.0 CLOSURE

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of Singleton Birch Ltd; no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.

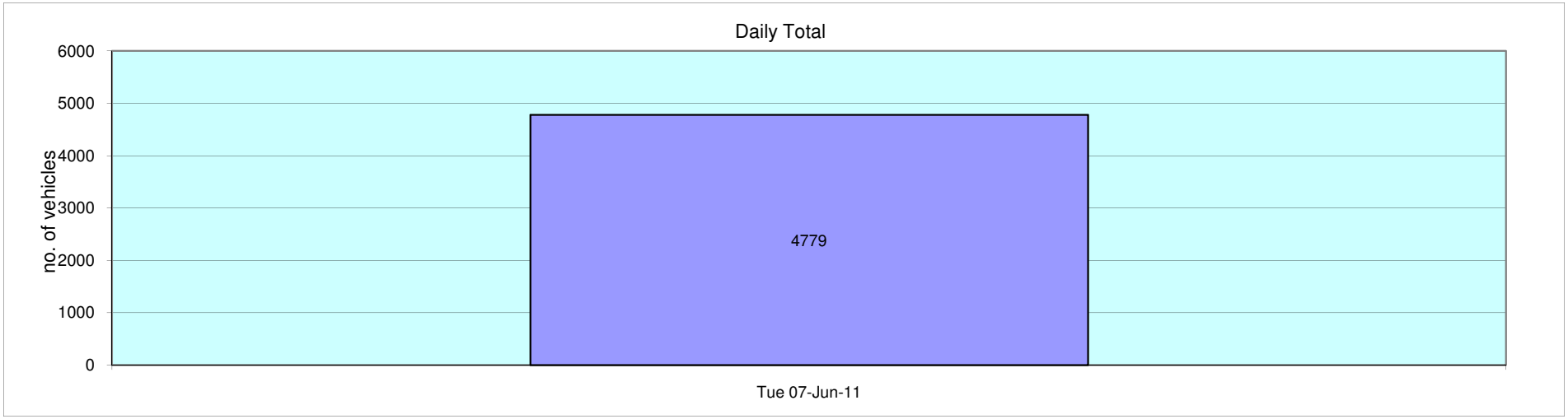
APPENDICES

APPENDIX A

RECORDED TRAFFIC DATA, A18 EAST OF MELTON ROSS

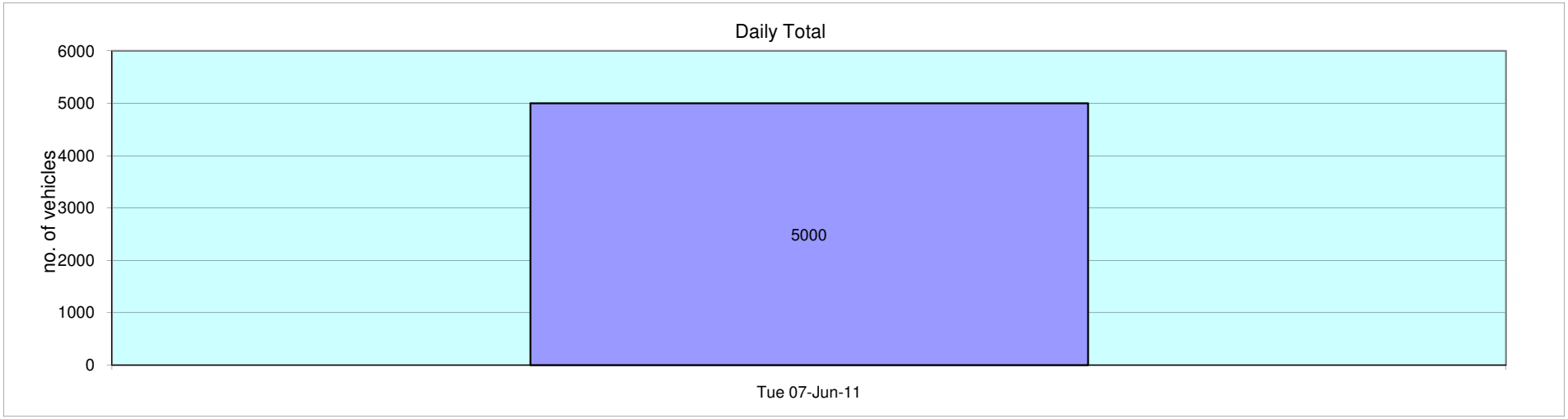
14766			HUMBERSIDE			Site No: 14766001			Location	A18, west of Humberside Airport access				
Tue 07-Jun-11						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 07-Jun-11														
00:00	**15**	0	11	1	1	0	0	0	1	0	0	1	0	0
01:00	**9**	0	6	0	0	1	0	0	0	1	0	1	0	0
02:00	**10**	0	7	0	0	1	1	0	1	0	0	0	0	0
03:00	**9**	0	6	1	1	0	0	0	0	0	1	0	0	0
04:00	**58**	1	45	5	1	3	1	0	0	0	1	1	0	0
05:00	**95**	4	73	5	7	1	1	1	0	0	2	1	0	0
06:00	**147**	1	114	18	3	2	0	1	1	0	3	3	0	1
07:00	**349**	3	283	48	5	3	0	1	1	0	2	1	0	2
08:00	**461**	7	375	55	2	6	2	0	3	0	4	6	0	1
09:00	**307**	4	240	39	4	3	2	0	5	2	2	6	0	0
10:00	**240**	5	181	32	1	2	3	0	7	0	1	6	0	2
11:00	**250**	1	196	35	3	5	0	0	3	0	3	2	0	2
12:00	**236**	1	193	29	2	3	2	0	4	1	0	1	0	0
13:00	**265**	4	211	35	3	1	1	1	1	0	4	3	0	1
14:00	**282**	1	229	29	1	4	1	0	3	1	7	5	0	1
15:00	**397**	3	315	61	3	4	0	0	3	1	0	4	0	3
16:00	**468**	6	398	48	2	4	0	0	3	0	3	4	0	0
17:00	**427**	3	381	35	1	0	0	0	2	0	1	3	0	1
18:00	**280**	6	240	20	2	1	0	0	0	1	5	4	0	1
19:00	**179**	0	160	17	0	1	0	0	0	0	0	1	0	0
20:00	**119**	1	109	8	0	0	0	0	0	0	0	1	0	0
21:00	**93**	0	84	8	1	0	0	0	0	0	0	0	0	0
22:00	**51**	0	41	9	0	0	0	0	0	0	0	1	0	0
23:00	**32**	0	26	4	0	0	0	0	0	0	0	2	0	0
12H,7-19	**3962**	**44**	**3242**	**466**	**29**	**36**	**11**	**2**	**35**	**6**	**32**	**45**	**0**	**14**
16H,6-22	**4500**	**46**	**3709**	**517**	**33**	**39**	**11**	**3**	**36**	**6**	**35**	**50**	**0**	**15**
18H,6-24	**4583**	**46**	**3776**	**530**	**33**	**39**	**11**	**3**	**36**	**6**	**35**	**53**	**0**	**15**
24H,0-24	**4779**	**51**	**3924**	**542**	**43**	**45**	**14**	**4**	**38**	**7**	**39**	**57**	**0**	**15**

14766		HUMBERSIDE				Site No: 14766001		Location	A18, west of Humberside Airport access					
Tue 07-Jun-11						Channel: Eastbound								
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
Daily Total														
Tue 07-Jun-11	**4779**	51	3924	542	43	45	14	4	38	7	39	57	0	15
-														
-														
-														
-														
-														
-														
Total Vehicles														
[--]	**4779**	51	3924	542	43	45	14	4	38	7	39	57	0	15



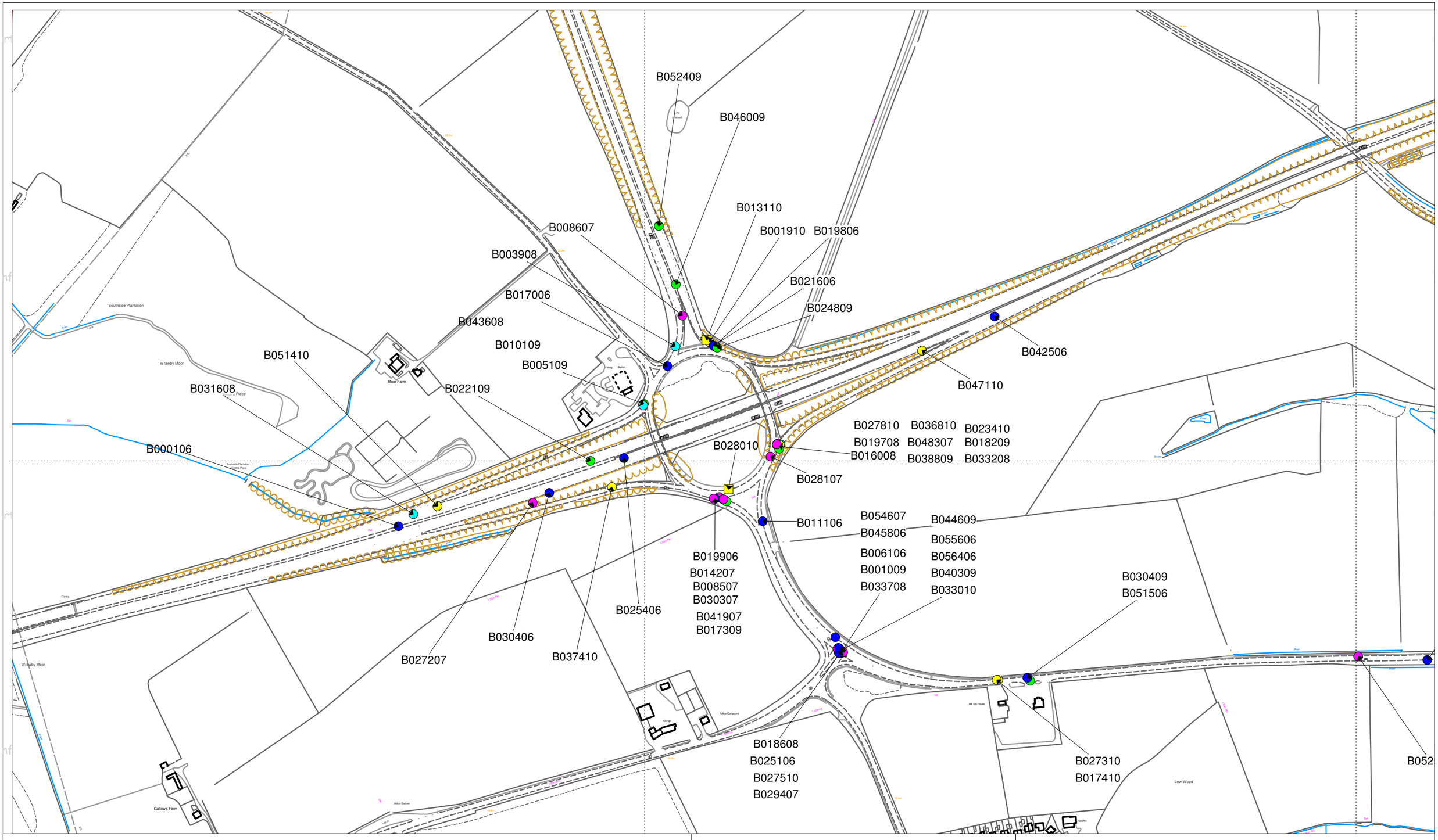
14766			HUMBERSIDE			Site No: 14766001			Location	A18, west of Humberside Airport access					
Tue 07-Jun-11						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 07-Jun-11														
00:00	**16**	0	13	1	0	0	0	0	1	0	1	0	0	0
01:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
02:00	**8**	0	3	3	0	0	0	0	2	0	0	0	0	0
03:00	**12**	0	9	2	0	0	0	0	0	0	1	0	0	0
04:00	**49**	0	31	8	0	0	0	0	1	0	2	7	0	0
05:00	**84**	1	64	10	0	0	0	0	0	0	4	2	0	3
06:00	**223**	1	174	33	0	1	0	0	2	0	7	2	0	3
07:00	**413**	6	347	43	0	6	1	0	1	0	4	4	0	1
08:00	**408**	3	337	47	3	6	1	0	4	0	4	2	0	1
09:00	**324**	5	261	32	3	4	3	0	5	0	6	5	0	0
10:00	**284**	2	225	27	3	4	6	0	3	0	5	9	0	0
11:00	**316**	1	240	38	10	5	4	0	7	0	7	4	0	0
12:00	**267**	6	201	41	0	4	3	0	5	0	4	2	0	1
13:00	**312**	3	226	52	5	6	1	0	5	0	5	8	0	1
14:00	**280**	7	213	41	4	5	0	0	2	0	3	3	0	2
15:00	**330**	1	255	54	2	7	2	0	2	0	2	5	0	0
16:00	**416**	4	339	57	4	5	1	0	0	0	2	3	0	1
17:00	**533**	6	465	51	0	4	0	0	1	1	1	3	0	1
18:00	**288**	1	253	24	1	3	1	0	1	0	3	1	0	0
19:00	**146**	2	129	14	0	0	0	0	0	0	0	1	0	0
20:00	**92**	4	80	6	0	0	0	0	0	0	1	1	0	0
21:00	**115**	0	105	10	0	0	0	0	0	0	0	0	0	0
22:00	**52**	0	47	4	0	0	0	0	0	0	0	1	0	0
23:00	**22**	0	18	2	1	1	0	0	0	0	0	0	0	0
12H,7-19	**4171**	**45**	**3362**	**507**	**35**	**59**	**23**	**0**	**36**	**1**	**46**	**49**	**0**	**8**
16H,6-22	**4747**	**52**	**3850**	**570**	**35**	**60**	**23**	**0**	**38**	**1**	**54**	**53**	**0**	**11**
18H,6-24	**4821**	**52**	**3915**	**576**	**36**	**61**	**23**	**0**	**38**	**1**	**54**	**54**	**0**	**11**
24H,0-24	**5000**	**53**	**4044**	**601**	**36**	**61**	**23**	**0**	**42**	**1**	**62**	**63**	**0**	**14**

14766		HUMBERSIDE				Site No: 14766001		Location	A18, west of Humberside Airport access					
Tue 07-Jun-11						Channel: Westbound								
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
Daily Total														
Tue 07-Jun-11	**5000**	53	4044	601	36	61	23	0	42	1	62	63	0	14
-														
-														
-														
-														
-														
-														
Total Vehicles														
[--]	**5000**	53	4044	601	36	61	23	0	42	1	62	63	0	14



APPENDIX B

ACCIDENT DATA RECEIVED FROM NORTH LINCOLNSHIRE COUNCIL



Date Checked:	Approved by:	Date approved:

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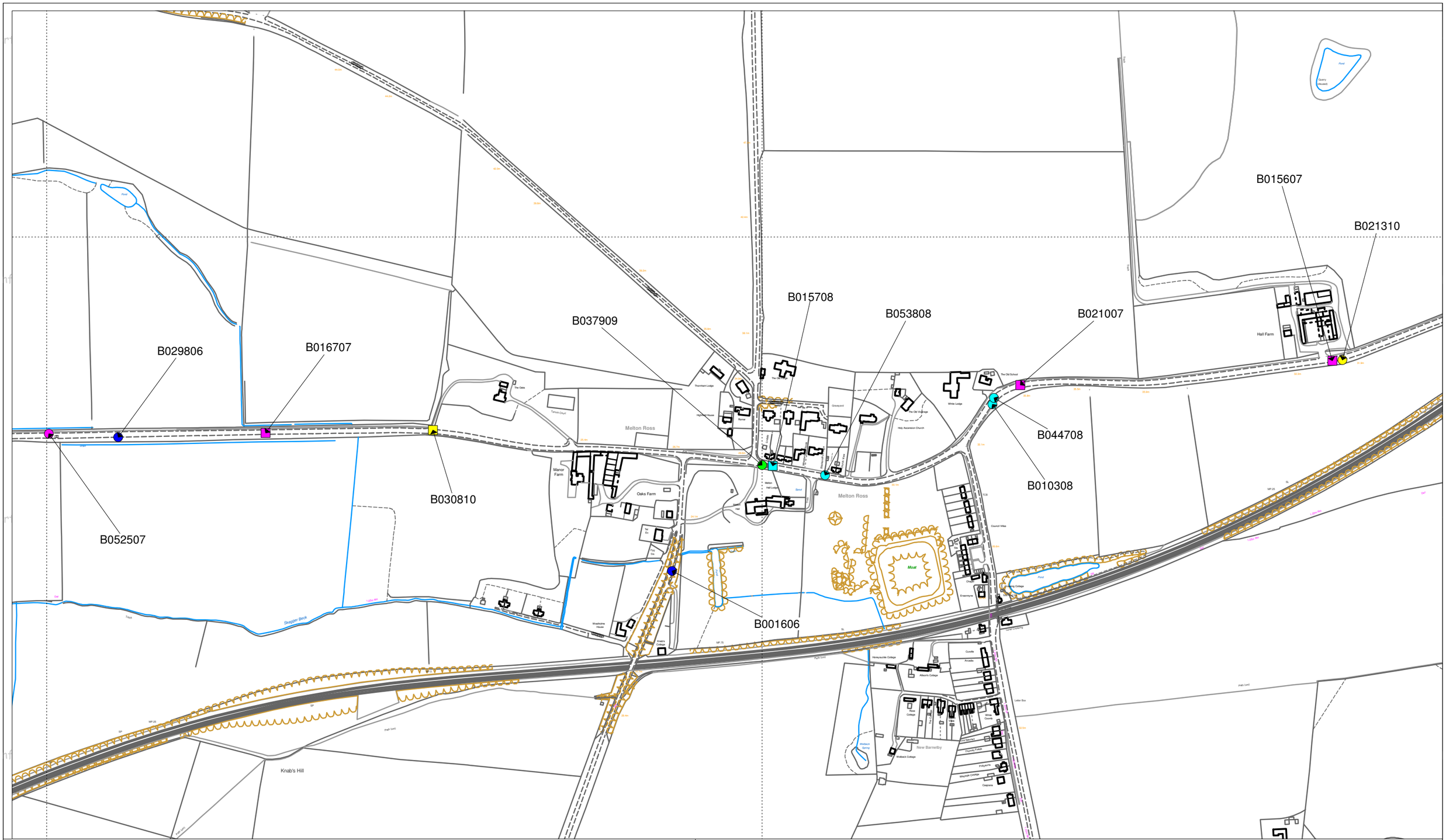
Drawn by: SHarrison	OS Grid Ref:
Scale: NTS	Date: May 2011

No Window

Highways and Planning Service

Service Director
G Popple



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Scale: NTS	Date: May 2011

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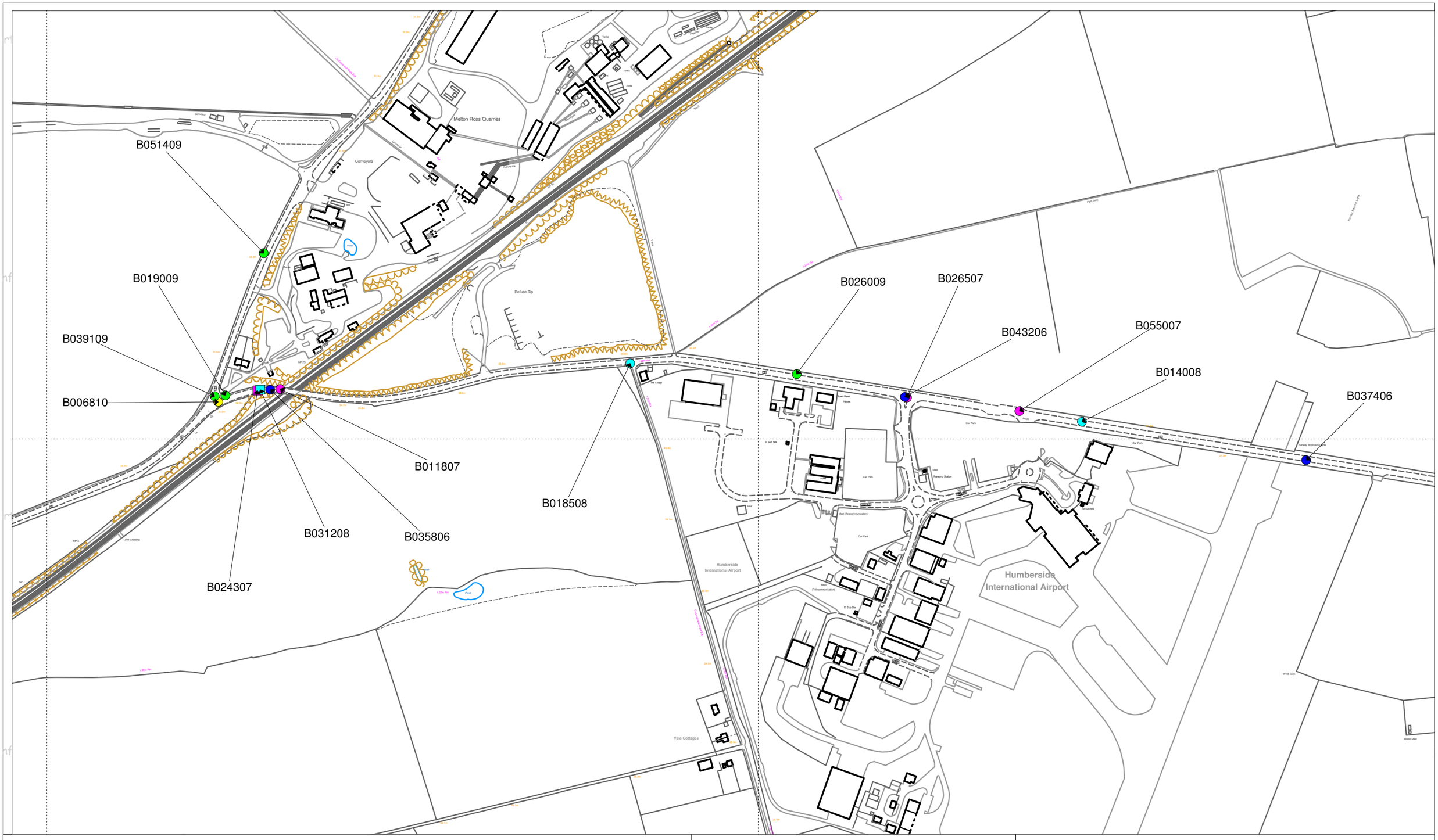
Highways and Planning Service

Service Director
G Popple



Date Checked:	Approved by:	Date approved:

N

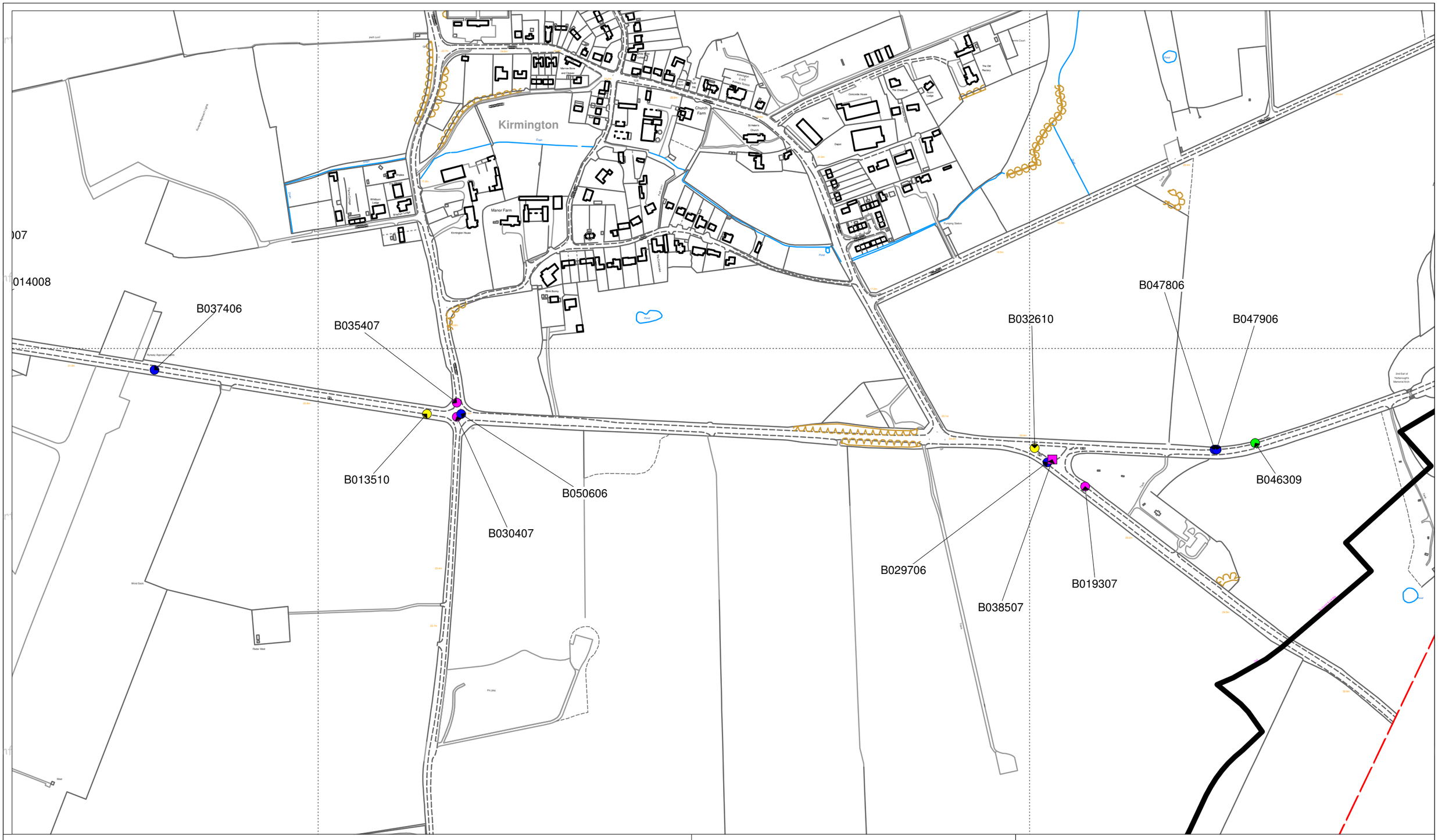
Drawing Title: A18 Melton Ross area plan 3 acc data 2008 - 10

Drawn by: SHarrison	OS Grid Ref:
Scale: NTS	Date: May 2011

No Window

Highways and Planning Service

Service Director
G Popple



Date Checked:	Approved by:	Date approved:

Drawing Title: A18 Melton Ross area plan 4 acc data 2008 - 10

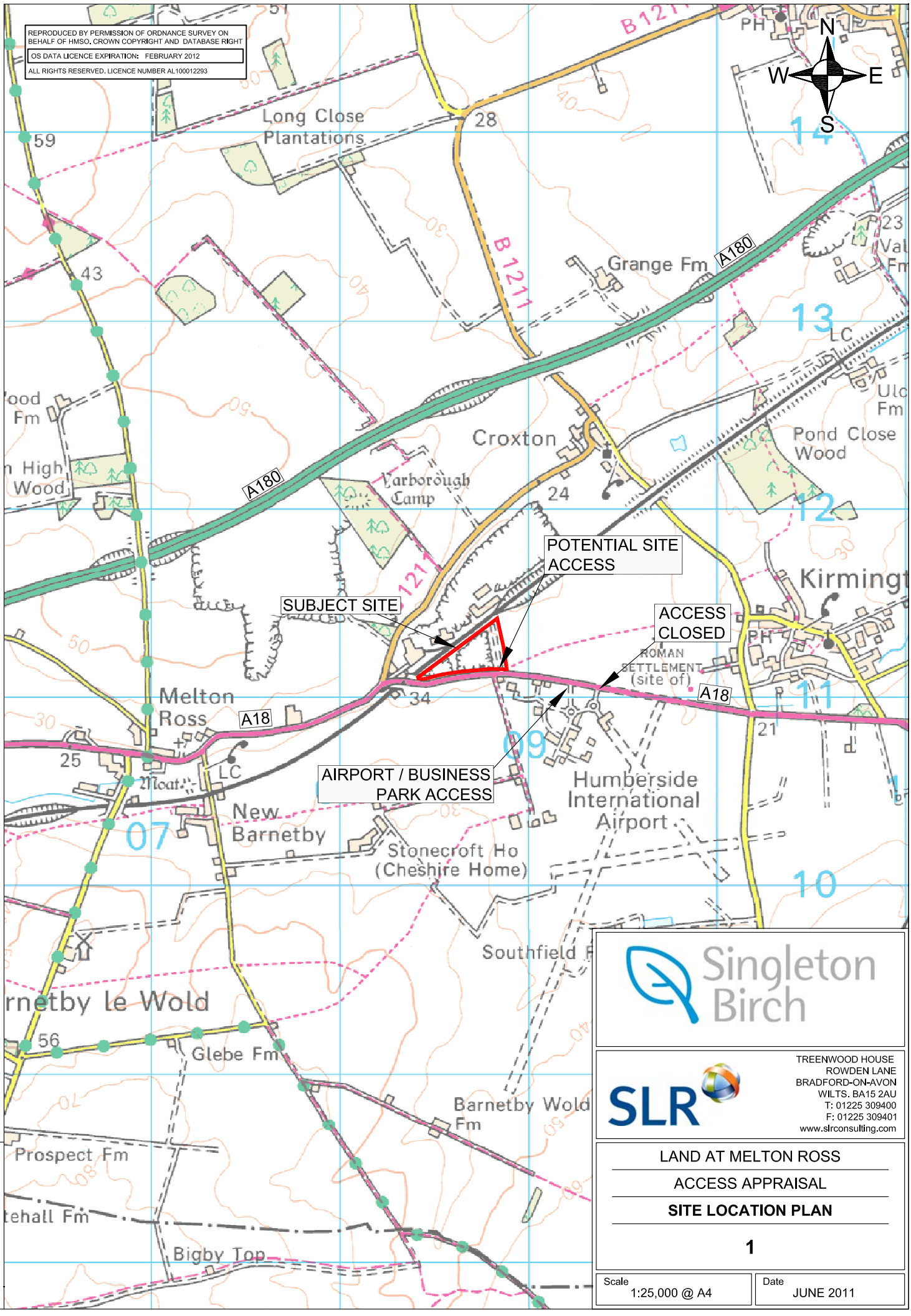
Drawn by: SHarrison	OS Grid Ref:
Scale: NTS	Date: May 2011

No Window

Highways and Planning Service

Service Director
G Popple

DRAWINGS



Singleton Birch

SLR
TREENWOOD HOUSE
ROWDEN LANE
BRADFORD-ON-AVON
WILTS. BA15 2AU
T: 01225 309400
F: 01225 309401
www.slrconsulting.com

LAND AT MELTON ROSS

ACCESS APPRAISAL

SITE LOCATION PLAN

1

Scale	Date
1:25,000 @ A4	JUNE 2011

00075.00062.20.001.0.dwg

N
W E
S

LOCATION OF PROPOSED SITE ACCESS

SERIOUS
DATE: 20-05-2008
TIME: 09.45
DAYLIGHT
DRY
B031208
VEHICLE 1 MOTORCYCLE NEGOTIATING RIGHT HAND BEND FAILED TO JUDGE SPEED, POOR TURN OR MANOEUVRE. FAILED TO LOOK, FAILED TO JUDGE OTHER PERSONS SPEED OR PATH.

SLIGHT
DATE: 30-07-2009
TIME: 23:47
DARKNESS
DRY
B029902
VEHICLE 1 LOSS OF CONTROL, GOING AHEAD OF OTHER

SLIGHT
DATE: 04-03-2008
TIME: 17:45
DARK
DRY
B018906
VEHICLE 1 FAILED TO JUDGE OTHER PERSONS SPEED OR PATH, CARELESS RECKLESS DRIVING.

SLIGHT
DATE: 21-10-2009
TIME: 08:33
DAYLIGHT
WET/DAMP
B038104
VEHICLE 1 TRAVELING TOO FAST FOR CONDITIONS ON A LEFT HAND BEND. VEHICLE 2 WAITING TO TURN RIGHT. VEHICLE 1 SUDDEN BREAKING, SWERVED, LOSS OF CONTROL, SLIPPERY ROAD DUE TO WEATHER.

SLIGHT
DATE: 25-02-2010
TIME: 18:28
DARKNESS
DRY
B040801
VEHICLE 1NEGOTIATING LEFT HAND BEND. VEHICLE 2 NEGOTIATING RIGHT HAND BEND. LOSS OF CONTROL, SUDDEN BREAKING.

SLIGHT
DATE: 19-05-2009
TIME: 16:44
DAYLIGHT
WET/DAMP
B019501
VEHICLE 1 GOING AHEAD ON LEFT HAND BEND LOSSES CONTROL OF VEHICLE ON SLIPPERY ROAD.

SLIGHT
DATE: 28-03-2028
TIME: 07:40
DAYLIGHT
WET/DAMP
B040801
VEHICLE 1 DISTRACTED BY SOMETHING OUTSIDE VEHICLE, FAILED TO JUDGE OTHER PERSONS SPEED OR PATH, SWERVED.

LEGEND

SLIGHT ACCIDENTS

SERIOUS ACCIDENTS

Singleton Birch

SLR
7 WORNAL PARK
MENMARSH ROAD
WORMINGHALL, AYLESBURY
BUCKS, HP18 9PH
T: 01844 337380
F: 01844 337381
www.slrconsulting.com

LAND AT MELTON ROSS

ACCESS APPRAISAL

PERSONAL INJURY ROAD TRAFFIC ACCIDENTS

2

Scale: 1:5,000 @ A3

Date: MAY 2011

403-0075-00062-20-002-R0 - Personal Injury Road Traffic Accidents.dwg

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N
W E
S

Refuse Tip

Farm Access track

Melton Ross Quarry and Landfill

Public Footpath

1.22m RH

Farm Access track to be diverted through new junction

Existing farm access to be broken up and buried

Planting cleared to create junction

Drainage ditch provided at back of verge as appropriate

Left turn deceleration lane 80m long tapering to 3.5m width followed by 20m junction radius

Verge 2m minimum width

Area of existing planting retained

4.5m x 215m visibility splay

4.5m x 215m visibility splay (tangential to road edge)

3.0m through lane
3.5m turning lane
3.0m through lane
1 in 30 taper from existing Road widened for 80m long right turning lane to development.

Verge provided to existing hedge

Existing access closed

Proposed police observation lay-by in existing access constructed in grasscrete 3.5m wide x 10m long

30.5m

31.7m

32.6m

BM 30.47m

Area of existing planting

Road markings to tie into existing

A 18

Residential

Road width continued to allow for 25m long right turning lane.

Area of existing planting

Existing planting may need to be trimmed to highway boundary

112m minimum forward visibility for Westbound traffic

142m Forward visibility for traffic turning into residential properties (as existing).

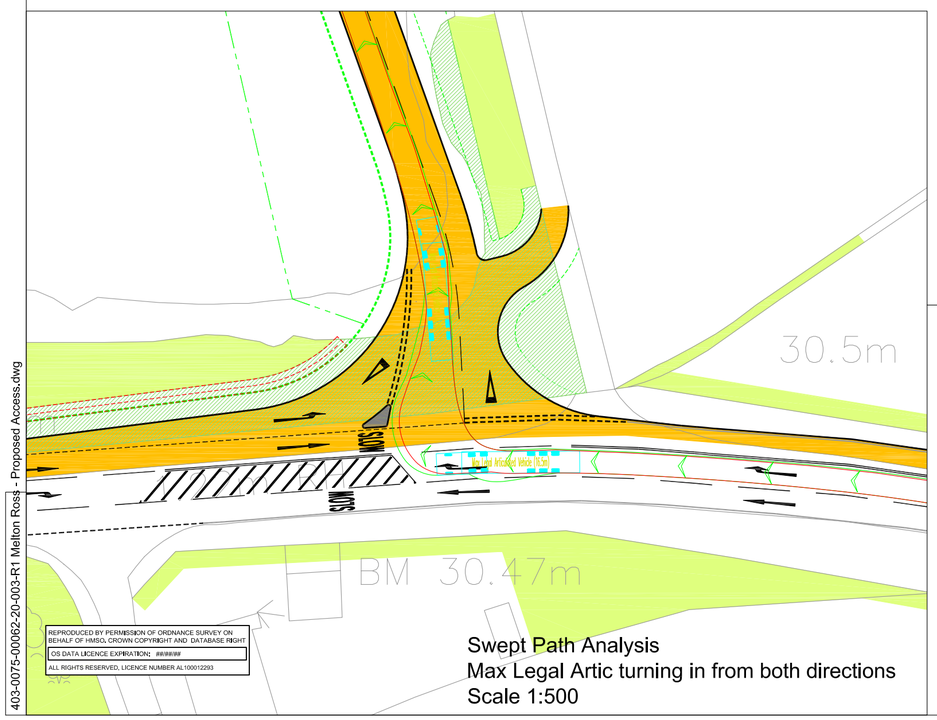
Access track to residential properties and Stonecroft House Cheshire Home.

Humberside Airport

Fred. Olsen House

El Sub Sta

26.8m



Swept Path Analysis
Max Legal Artic turning in from both directions
Scale 1:500

0 10 20 30 40m 60 80 100
Metres
1:1250

403-0075-00062-20-003-R1 Melton Ross - Proposed Access.dwg

Singleton Birch

SLR
7 WORNAL PARK
MENMARSH ROAD
WORMINGHALL, AYLESBURY
BUCKS. HP18 9PH
T: 01844 337380
F: 01844 337381
www.slrconsulting.com

LAND AT MELTON ROSS

ACCESS APPRAISAL

PROPOSED SITE ACCESS ARRANGEMENTS

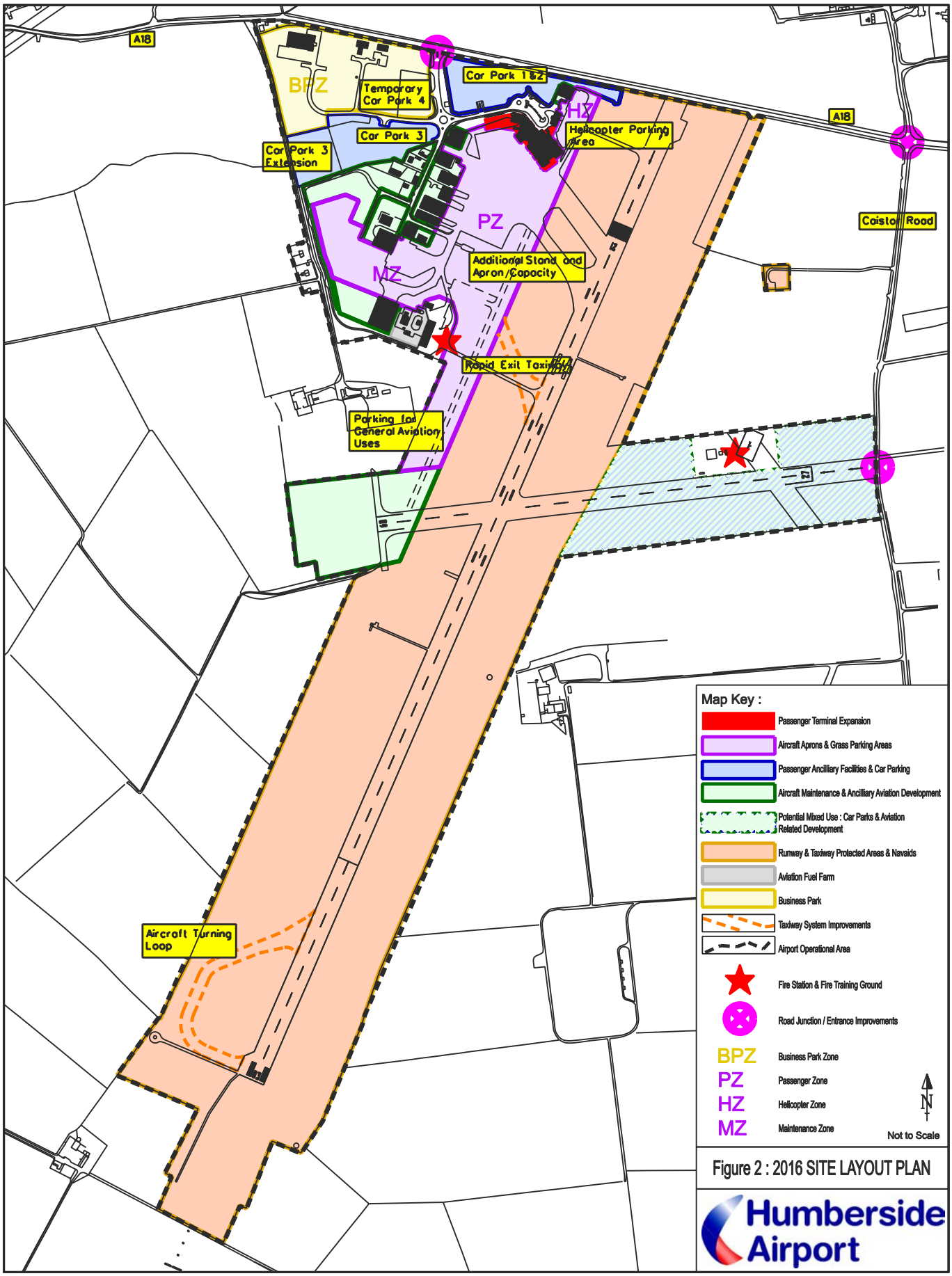
3

Scale 1:1000 @ A2

Date June 2011

APPENDIX 4

Humberside Airport Masterplan



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