

TRANSPORT STATEMENT / ASSESSMENT

PROPOSED RESIDENTIAL DEVELOPMENT LAND AT 18 LOW ROAD (and PLANK DROVE), CROWLAND

**On Behalf Of
MR C SHARPE, MRS L FOX, MRS ELAINE
SKINNER**

**Agent
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**PROPOSED RESIDENTIAL DEVELOPMENT
LAND AT 18 LOW ROAD / PLANK DROVE CROWLAND
ON BEHALF OF MR C SHARPE, MRS L FOX, MRS ELAINE SKINNER**

THE SITE, LOCATION AND CONTEXT

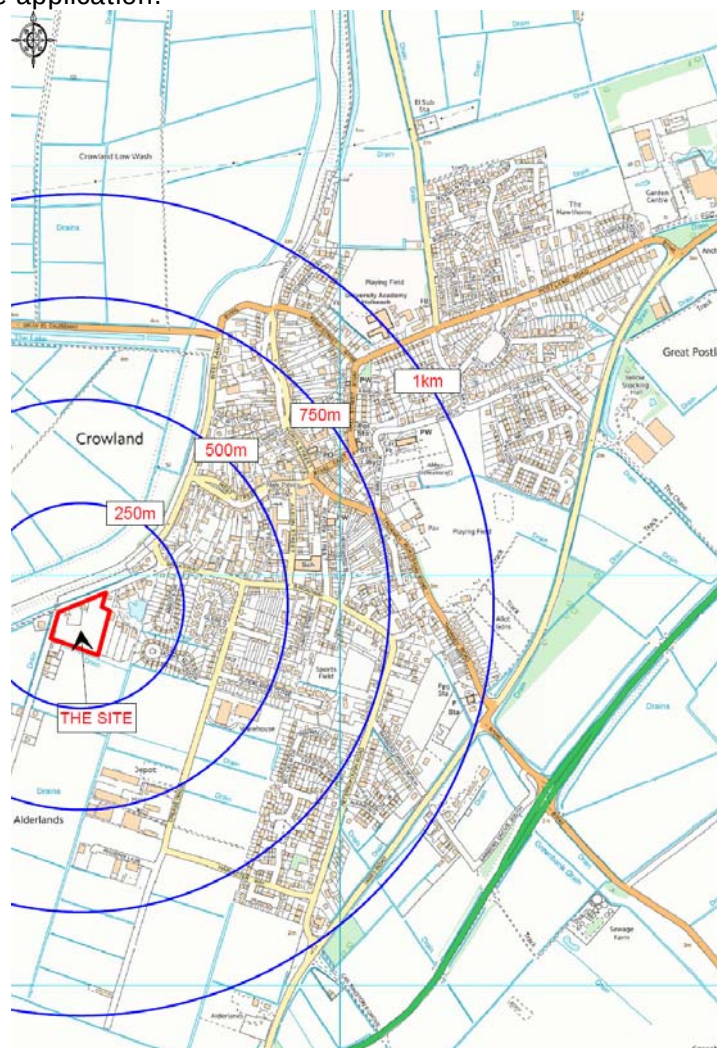
Location – the site is located to the south a little over 500m from Crowland village centre, on the south side of Low Road and east side of Plank Drive. It is in a sustainable location in a sustainable settlement with a range of services and facilities.

The Site Area – is 1.524 Ha. and it is irregular in shape with a road frontage of approximately 127m to Low Road and a frontage of approximately 77m to Plank Drive as indicated on the plan below.

The depth of the site varies from approximately 77m to the west and approximately 161m to the east.

The land is generally level. There is an existing bungalow and its associated garden centrally located along the Low Road frontage and the foundations of former agricultural buildings in the south west corner of the site accessed from Plank Drive.

The balance of the site is agricultural land. There are trees within the garden of the bungalow and trees and hedgerow to the field boundary as shown on the topographical survey submitted with the application.





PLANNING STATUS

The site is a proposed allocation (CRO 036) in the emerging development plan with a nominal density of 30 houses.

A single point of access is proposed to serve the development and the proposal will also include the provision of a footpath across the site frontage linking through to the footpath further to the east along Low Road.

An illustrative layout is provided with the application and is reproduced below for the readers convenience.



TRANSPORT

The NPPF states that *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decision should take account of whether:-*

- *"the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure*
- *safe and suitable access to the site can be achieved for all people, and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

The amount of movement is not quantified but the *Guidance on Transport Assessment* indicates that a Transport Assessment is for:-

"development that has significant transport implications"

and is required for residential proposals in excess of 80 dwellings.

The Guidance goes on to say that a Transport Statement is appropriate for

"development that has relatively small transport implications"

*This is defined as a residential proposal of between **50 and 80** dwellings and is because 50 dwellings is around the point where there will be 30 traffic movements created in a peak hour, and*

"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."

Therefore, developments of fewer than 50 dwellings, such as this, no formal assessment is necessary.

In this case, there is no development proposed on neighbouring parcels of land.

The site allocation suggests a development of **30 houses** is appropriate for the site i.e. well below 50 units.



**John Dudge Dip TP MRTPI
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