

LONGHURST GROUP

HUNTER SHAW LAND AT CREASE DROVE, CROWLAND
FULL APPLICATION FOR 14 DWELLINGS

TRANSPORT STATEMENT

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project number: ADC1220			report reference: ADC1220-RP-H
version	date	author	comments
1		David Cummins	internal draft
2	13/09/2019	David Cummins	first issue to the client team

Introduction

1. Mrs Hunter Shaw submitted planning application H02-0723-16 to South Holland District Council. The application was accompanied by a Transport Statement produced by ADC Infrastructure that assessed the transport implications of the proposed development of 45 houses. The application was in outline, with access to be determined, but reserving various other matters. The application was refused, but allowed on appeal.
2. Longhurst Group are submitting a reserved matters application for 41 dwellings, and a full application for 14 further dwellings, on Mrs Hunter Shaw's site. Two separate planning applications are to be submitted and Longhurst Group have requested a Transport Statement to accompany both planning applications. This Transport Statement supports the FULL application for 14 dwellings.
3. Paragraphs 108 and 109 of the NPPF 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.*

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."
4. Thus there are three main topics that must be addressed for a planning application to be acceptable on highways grounds: sustainable transport; access; transport impact. Those topics are explored below in a manner proportionate to the reserved matters application.

Proposed development

5. The outline planning application was accompanied by an illustrative masterplan that showed how a development of 45 dwellings could be accommodated on the site. The full application proposes 14 dwellings and they are shown within the blue line on the development layout in **Figure 1**. The separate 41 dwellings that will be the subject of a reserved matters application are surrounded by a red line.

Access

6. The 14 new dwellings will be accessed from the internal road network applied for in the reserved matters application.
7. The wider development that is subject to the separate reserved matters application includes an access in the same location as the access approved in the outline consent. The access would be a new priority controlled T-junction, with a 4.8m wide carriageway, 2m wide footways on both sides, and 6m kerb radii where they connect with Crease Drove. Unobstructed visibility plays of 2.4 x 43m would be provided, in accordance with the 30mph speed limit on Crease Drove. As the access was approved at the outline stage, and hasn't altered, it will be a safe and suitable access for the development.



Figure 1: development proposal (extract from RG+P development layout)

Sustainable transport

8. At the outline application stage the accessibility of the proposed development was assessed. It was concluded that Crease Drove is a sustainable location to develop, with numerous amenities and facilities reachable using sustainable modes of transport. This fact was not disputed in either the outline application or the subsequent appeal.
9. The proposed development that is the subject of the reserved matters application will introduce a spine road to the development with footways on both sides that link to those provided along Crease Drove that connect to the wider network. The additional 14 houses will join that footway network and hence bring all of Crowland within safe walking distance.

Transport Impact

10. The only issue of contention with Lincolnshire County Council at the outline planning application stage was the impact of the development on Crease Drove, which was a single lane wide. The additional traffic derived by Mrs Hunter Shaw's development was deemed sufficient to require Crease Drove to be upgraded to include a 5.5m wide carriageway and therefore allow the two-way passage of vehicles. It was largely because LCC could not see how that upgrade could be delivered that they objected to the application. At the appeal it was argued by Mrs Hunter Shaw that there was a mechanism by which the widening could be delivered – she could widen the full length, or with cooperation with other frontages it could be jointly delivered. The Inspector agreed that there was a reasonable prospect of the widening being delivered and hence imposed condition 7:

"No part of the development hereby permitted shall be commenced until such time as details have been submitted to and approved in writing by the Local Planning Authority for the structural improvement and widening of Crease Drove, including highway

drainage, for the section between Monks Meadow and Harvester Way, and the provision of one footway on the eastern side of Crease Drive, to include street lighting and highway drainage, for the section between Monks Meadow and the extent of the whole site frontage. The submitted details shall also include a programme for the construction of the improvement works, works which shall in any event be completed in their entirety, in accordance with the approved details, prior to the occupation of any dwelling on the permitted development."

11. Subsequent planning applications by others with frontage to Crease Drive have had the same condition attached to their consent. Ashwood Homes have purchased three of those other sites and commissioned the Section 278 works to deliver the widening and discharge the condition as they build out their sites. Longhurst Group tap into those works and commissioned amendments to the design for their own purposes. The various frontagers are illustrated on the plan below, where Mrs Hunter Shaw's site, the subject of this application, is labelled Hamilton Russell (**Figure 2**).

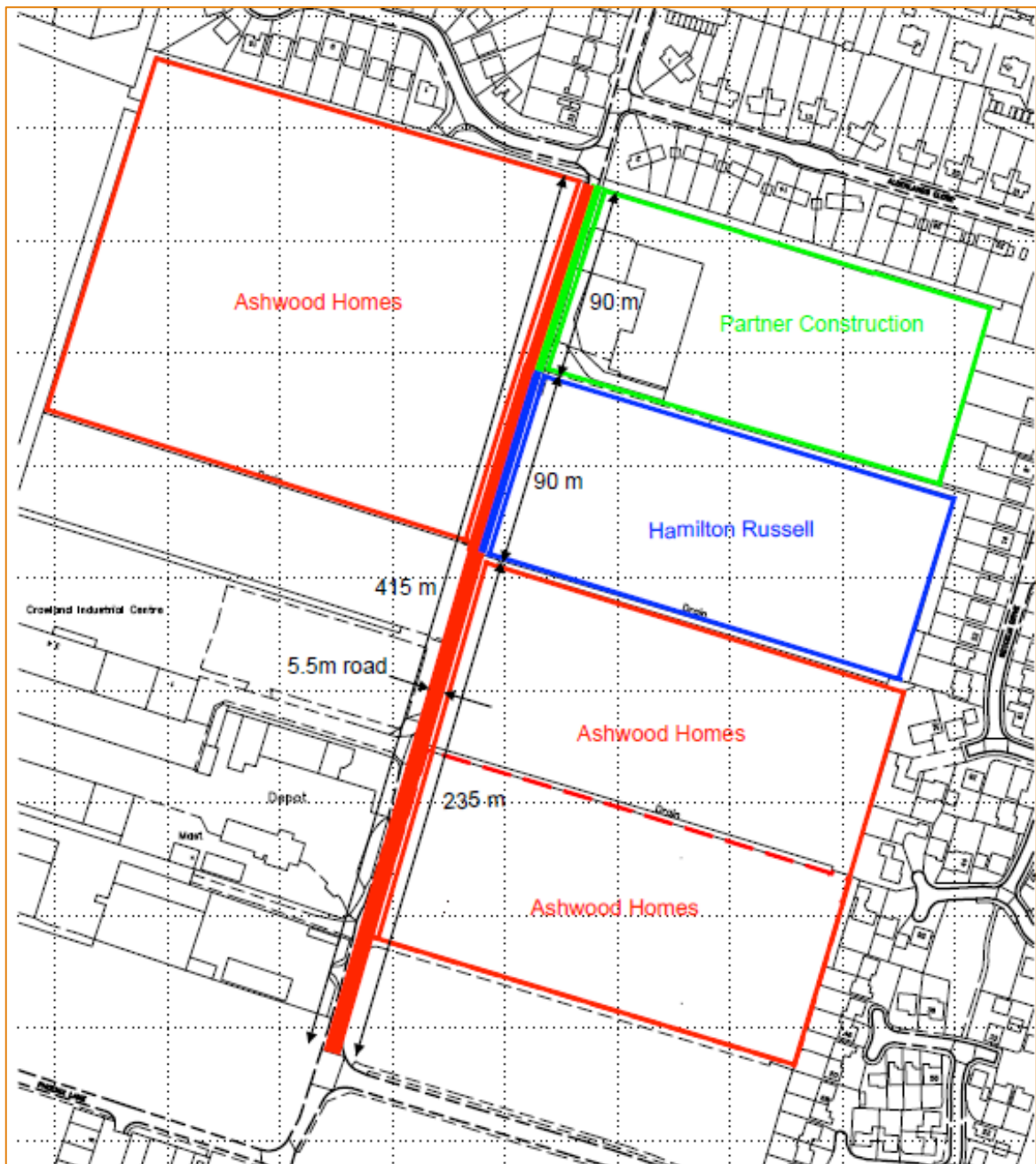


Figure 2: developers responsible for the S278 works to widen Crease Drive

12. The full application for the additional 14 dwellings will create a cumulative scenario where there would be 55 dwellings on the site, which is 10 more than the outline consent. The traffic forecast from the outline consent is repeated below. On a pro rata basis, the amount of traffic generated by 10 dwellings is also shown.

	arrive			depart		
proposed 45 dwellings by Hunter Shaw						
	from north	from south	total	to north	to south	total
AM peak hr	4	2	6	1	20	21
PM peak hr	3	15	18	1	0	1
10 dwellings						
	from north	from south	total	to north	to south	total
AM peak hr	1	0	1	0	4	4
PM peak hr	1	3	4	0	0	0

13. As a result of the additional 10 dwellings there would be an additional 1 vehicle on the highway network north of the development in a peak hour. There would be an additional 4 vehicles on the highway network south of the development in a peak hour. These increases are negligible and would not materially alter the conditions on the highway network. Thus there would be no adverse impact on capacity or road safety.
14. The widening of Crease Drove resolves any off-site traffic impact. Indeed, the widening would be an overall benefit to both capacity and road safety, significantly outweighing any disbenefit arising from an additional 10 dwellings.

Summary and conclusions

15. The development site has outline consent for 45 dwellings, with access approved. A reserved matters application has been made to provide 41 dwellings on the site. This Transport Statement supports a full application for a further 14 dwellings on the same site, giving a cumulative total of 55.
- The development would be in a sustainable location accessible by sustainable modes of transport.
 - The dwellings would be accessed from an internal road that will be approved by the reserved matters application.
 - The 14 houses will create a cumulative scenario with 55 houses in total. Compared with the 45 permitted by the outline consent, the 10 extra houses would create a negligible increase in traffic.
 - The benefits to capacity and safety derived from the widening of Crease Drove would mean the overall situation would be better with the development in place than without.
- It cannot be said that there would be unacceptable impact on highway safety or a severe impact on the road network. Hence the development should not be refused on highways grounds.