

**LAND AT HILL FARM
HEMPSTED LANE, GLOUCESTER**

**STATEMENT ON TRANSPORT MATTERS
ON BEHALF OF THE APPELLANT**

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1.0 INTRODUCTION

An application for residential development at Hill Farm, Hempsted Lane, Gloucester is the subject of a planning appeal. Following constructive discussions between Stirling Maynard Transportation (on behalf of the Appellant) and Officers at Gloucestershire County Council as Highway Authority, agreement has been reached on all matters related to transport. There is therefore no highway or transport objection to the application from the Local Authority and this is reflected in the Statement of Common Ground. However concerns have been raised by third parties on transport matters and so the purpose of this Statement is to reaffirm the Appellant's position on transport and address issues raised by the third parties. These mainly revolve around:

- i) The accessibility of the site and in particular the standard of local pedestrian infrastructure.
- ii) The poor bus service through Hempsted.
- iii) The standard of the proposed access and its location.
- iv) The impact of development traffic on the surrounding highway network.

These matters are discussed in turn. For reference the main documents relating to transport matters are:

Transport Assessment (C.D. 1.9)

Technical Note on Highways and Transport Matters (C.D. 6.5)

Technical Note 2 – Traffic Impact ((C.D. 6.11)

Technical Note 3 – Sustainable Travel (C.D. 6.12)

Statement of Common Ground on Transport, Highways and
Accessibility Matters

2.0 ACCESSIBILITY

The accessibility of the site is set out in the Transport Assessment and further reinforced in the first and third Technical Notes. In particular the third Technical Note includes a detailed audit of the walking route to the Primary School and Convenience Store in Hempsted and the route across Secunda Way to the far side of the canal which provides access to the facilities up Bristol Road. The key points to note are:

- i) A good range of local facilities are available within walking (and cycling) distance of the site.
- ii) A much wider range of facilities are within the wider cycling catchment including the City Centre. The City Centre can be accessed via the off-road pedestrian/cycle lane along Secunda Way or the National Cycle Route alongside the canal.
- iii) For local walking routes a detailed audit is included in Technical Note 3 which details walking up to the Primary School, the Convenience Store and across Secunda Way to the canal.
- iv) It has been agreed that a new pedestrian/cycle access will be provided for the site directly on to the pedestrian/cycle lane in Secunda Way. Residents cycling or on foot will therefore have a choice of routes out of the development.
- v) For residents walking up to the school or the convenience store they can do so along existing pedestrian footways once they leave the site. Although they will have to cross Hempsted Lane traffic flows are modest and vehicle speeds are low.
- vi) The existing pedestrian footways are of good width, typically about 1.8 metres wide with a couple of lengths slightly narrower and some slightly wider. Reference has been made to the modern design standard of 2 metres width for a pedestrian footway but design standards are aimed at greenfield developments where a “gold plated” design is achievable. It would be very rare to find footways consistently 2 metres wide in mature residential areas where widths are normally 1.8 metres or less. If that were to be a requirement most existing urban areas would be blighted.

- vii) It is relevant to note there are no recorded accidents involving pedestrians along the length of Hempsted Lane.
- viii) The Highway Authority have agreed the pedestrian routes to local facilities are of an acceptable standard subject to two minor improvements which the development will fund.

There has also been reference to the relatively modest level of bus service through Hempsted. This is true as the service along Hempsted Lane is an off-peak one. However as set out in the Transport Assessment (page 16) there is a very regular service at the stops on Secunda Way which are accessible to residents of the site and this service runs from early morning until late evening Monday to Saturday (with a reduced service on Sunday). There are further services available slightly further away at the stops on Bristol Road. A high level of service is therefore available to resident of the site.

Overall therefore the location of the site means that travel by the non-car modes to an extensive range of facilities is a real option for residents of the proposed development.

3.0 TRAFFIC IMPACT

3.1 Access

The main vehicular access to the site of off Hempsted Lane as shown on drawing P19105-00-03A (reference C.D. 6.9). This access is consistent with modern design standards including access road width, visibility splays (based on actual vehicle speeds) and junction spacing. There is nothing in the design of the access that should give cause for concern and the final detailed design will in any case have to be agreed by Gloucestershire County Council via the usual legal agreements. Hempsted Lane close to the site is of perfectly adequate width, easily wide enough for two vehicles or a car and an HGV to pass and so vehicles will be able to enter and leave the site without incident.

3.2 Traffic Impact

The impact of traffic generated by the development is set out in Section 6 of the Transport Assessment and reinforced in Technical Note 2. This confirms that, even allowing for background growth and committed development in the area, the impact on the local road network is not at a level to cause concern with the Secunda Way junction continuing to operate within capacity and the actual percentage increase on the wider network is extremely small. Clearly there is no severe impact with reference to the test in the NPPF.

4.0 CONCLUSION

As set out in the Transport Assessment and the Technical Notes the transport impacts of the proposed development have been extensively analysed and no material or severe impacts have been identified. The conclusion, agreed with the Highway Authority, is that subject to appropriate conditions there is no reason for the appeal to fall on transport grounds.

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