

Executive Summary of Transport Assessment

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Version 1.3
Issue



1 Introduction

A mixed-use development is being promoted by MLA Property Advisors (MLA), on behalf of the landowner, for a large site known as 'Nutwell South'. The site is located off Nutwell Lane, to the southeast of the village of Armthorpe, Doncaster.

Fore Consulting Limited (Fore) has prepared a Transport Assessment (TA) on behalf of the landowner in order to provide supporting information on transport issues to enable detailed representation to be made to Doncaster Metropolitan Borough Council (DMBC), as Local Planning Authority and Highway Authority, and Armthorpe Parish Council, in promoting the site for development within the Armthorpe Neighbourhood Plan.

The development proposals for the site comprise a mixed-use development, accommodating up to 780 residential dwellings, 7,000sqm commercial space, and additional ancillary facilities to the development, including: convenience retail, recreation and amenity space.

The development proposals also include the provision of a distributor road, from the committed West Moor Park Extension to the southern boundary of the application site, which would effectively provide an eastern relief road for Armthorpe. The new relief road would provide benefit by relieving traffic through the centre of Armthorpe, allowing through-traffic to pass more easily from the village of Old Cantley, and the settlements to the south of Armthorpe, to the M18 at Junction 4 (and vice versa).

This note provides an executive summary of the work undertaken in the accompanying and stand-alone '*Transport Assessment*' produced by Fore. This is submitted under separate cover, and provides a robust assessment of the transportation impacts of the development proposals and identifies any mitigation measures required, as necessary.

2 The Development Proposals

The analysis undertaken in the TA estimates the transport impacts associated with providing two development options:

- **Site A Development** - 350 residential dwellings and 6,360sqm of commercial space on land to the east of Nutwell Lane.

- **Full Development** - as Site A Development, plus 430 residential dwellings and 640sqm of commercial space on land to the west of Nutwell Lane.

In addition, it provides an understanding of the likely scale and scope of the traffic impacts associated with the delivery of the Armthorpe Relief Road.

3 Consultation and Policy

A meeting was held with Suzanne Higham and Wayne Lake, highway officers at DMBC, on 17 April 2013 to discuss the pre-application planning and transport issues, including the scope of the TA. Further to this meeting, a Detailed Transport Scoping Study was issued to DMBC on 23 May 2013 and subsequently agreed. The scoping study examined the issues that were requested by DMBC, in terms of traffic generation, trip distribution, traffic assignment and the likely impacts of delivering the relief road to the east of Armthorpe.

A traffic survey specification was issued to DMBC on 23 May 2013, together with a proposed extent of new traffic surveys. Stephen King of DMBC confirmed on 28 May 2013 that the extent of traffic surveys and the specification was agreed. The surveys were carried out on Tuesday 18 June 2013, which was the date agreed with DMBC.

The TA examines how the development proposals will fit with the relevant national and local transport planning policies.

- **National Policy** - The '*National Planning Policy Framework*' (NPPF) was published by the Department for Communities and Local Government (DCLG) in March 2012.
- **Regional and Local Policy** - The '*Doncaster Council Core Strategy 2011-2028*' was adopted by DMBC in May 2012.

4 Methodology and Approach

The report provides supporting technical information on transport and access issues to allow the development proposals to be fully examined. It identifies what measures will be taken to deal with the anticipated transport impacts of the proposals and to improve accessibility and safety for all modes of travel, particularly for sustainable travel modes such as walking, cycling and public transport. The report covers the following tasks:

- An overview of the existing transport network, including the highway network, public transport provision, and pedestrian and cycle facilities network.
- An examination of the relevant national and local transport planning policies.
- An outline of the development proposals, and a description of the proposed access arrangements and travel planning approach.

- An examination of the likely traffic generation and mode share associated with the development proposals, and an estimation of the likely trip distribution and traffic assignment. The output from this work is network diagrams showing the net traffic flows associated with the proposed development and the predicted changes in two-way traffic flow at peak times.
- An understanding of the scale and scope of the traffic impacts associated with delivery of the Armthorpe Relief Road, including the benefits of reducing traffic through Armthorpe village centre.
- An assessment of junction capacity at key locations within the vicinity of the site, undertaken using Junctions8 software. Assessment of a range of scenarios to enable the impact of the proposed development, and the associated Armthorpe Relief Road, to be assessed independently and cumulatively. Consideration of mitigation, where necessary.
- An assessment of the transport impacts of the proposed development on sustainable modes of transport.

5 Summary of Findings

The key findings, which are detailed in the accompanying TA, are as follows:

- Vehicular access can be provided, the design of which accords with the relevant design standards and is within land under the control of the landowner and/or adopted highway.
- The nearest bus stops to the site are located on Parkway and Nutwell Lane, from which regular services run between Armthorpe and Doncaster town centre. However, only the northern section of the site is within convenient walking distance of these bus stops. The existing public transport accessibility of the site is therefore unlikely to adequately support the proposed development and, as such, the public transport connections will need to be enhanced. The intention is to engage with local bus operators to consider the feasibility of extending services to include the site. The supporting infrastructure will be provided by the Developer
- A wide range of facilities are provided within Armthorpe, all of which are within a reasonable walking distance from the proposed development and can be accessed by safe pedestrian routes. It is intended that the number of access points to the development for pedestrians and cyclists is maximised, so as to ensure convenient links to the external walking and cycle networks, and to encourage local journeys to be undertaken on foot or by cycle (rather than by car). Safe, convenient and direct links to the wider network of pedestrian and cycle routes will require consideration of new crossings, plus new footways and cycleways, particularly on Nutwell Lane.

- Junction capacity assessments indicate that traffic associated with the proposed Full Development can be adequately accommodated on the local road network and that there should be no adverse impact on the safe and free flow of traffic. Delivery of the Armthorpe Relief Road would have an important mitigating function.
- Delivery of the Armthorpe Relief Road in conjunction with the development proposals would provide benefit to a number of key links and junctions within the vicinity of the site. A wider and greater level of highway capacity benefit is delivered from the link road with the proposed Site A Development.
- The proposals accord with both national and local transport policy. In particular, residents and employees of the proposed development would be able to access local facilities by non-car modes and utilise existing public transport services, and any additional vehicular traffic generated by the development would not have a detrimental impact on the local road network.

6 Conclusions

Based on the work undertaken, and the extent of the mitigation outlined, it is considered that the proposals can be safely accessed by pedestrians, cyclists and vehicles, and that there are no transport or highway reasons that would justify refusal of a future planning application for the full development proposals. Furthermore, it is considered that the Armthorpe Relief Road proposal would deliver wider benefit to the relief of congestion in Armthorpe village itself.