

# TRAFFIC STATEMENT

**LAND EAST OF CHURCH LANE  
CAYTON  
BDW TRADING LTD**

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None

# 1. EXECUTIVE SUMMARY

- 1.1.1 Development Planning Limited have been commissioned by BDW Trading Ltd to provide a Traffic Statement for the proposed residential development at land east of Church Lane, Cayton.
- 1.1.2 This Traffic Assessment considers the traffic impacts of the proposed 113 residential dwellings, against the extant planning approval for 80 units of the development site.
- 1.1.3 By virtue of the extant planning approval for 80 residential dwellings, it is considered that the council have already considered the sustainable travel modes to the site and agreed that they are acceptable for a residential land use.
- 1.1.4 The approved Transport Assessment set out the forecast peak hour traffic flows for the development as between 34 and 42 two-way peak hour traffic movements.
- 1.1.5 Utilising the same traffic generation rates, the development proposal of 113 residential units is forecast to generate an additional 14 to 17 two-way peak hour vehicle movements.
- 1.1.6 A review of the approved traffic models for the key local junctions shows that there is significant spare traffic capacity forecast locally. The addition of the forecast development-generated traffic is not considered to be material at any of the junctions previously assessed and the development proposals are considered to not materially impact any of the junctions.
- 1.1.7 A review of the most recent traffic accident data for the approved accident study network has been undertaken. This shows that there are no material highway safety concerns locally. The forecast traffic generation relating to 33 additional dwellings is not considered likely to materially affect highway safety locally.
- 1.1.8 When considering the transportation implications of a site the key test set out in Paragraph 109 of the Framework is that:
- 109. 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.*
- 1.1.9 Based upon a detailed review of the extant planning permission and the potential implications of 33 additional dwellings on the site it is considered that there are no residual cumulative impacts which could be classified as severe and, as a result, no reasonable highway reasons for refusal of the development proposals.

## 2. INTRODUCTION

### 2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned by BDW Trading Ltd to provide a Traffic Statement for the proposed residential development at land east of Church Lane, Cayton.
- 2.1.2 This Traffic Assessment considers the traffic impacts of the proposed 113 residential dwellings, against the extant planning approval for 80 units of the development site.
- 2.1.3 By virtue of the extant planning approval for 80 residential dwellings, it is considered that the council have already considered the sustainable travel modes to the site and agreed that they are acceptable for a residential land use.
- 2.1.4 This Traffic Statement has been prepared for submission as part of a planning application package and should be read in conjunction with the documents and plans which have been submitted as part of that package. In addition, the documents submitted as part of the extant planning approval for the site should also be considered when assessing the sustainable access opportunities for residents.
- 2.1.5 This Traffic Statement has been prepared in accordance with the principles set out within the Government's Revised National Planning Policy Framework (2019) (the Framework).
- 2.1.6 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of any planning submission for the proposed use on the site.

### 2.2 SITE LOCATION

- 2.2.1 The site is located within Cayton village, to the east of Church Lane. Church Lane forms the western boundary, Limekiln Lane the southern boundary and the Cayton Village Caravan and Motorhome Club Site forms the eastern and northern boundaries.
- 2.2.2 Around 100m to the south of the site is Main Street, which forms the heart of the village centre, including a post office/ local store, public house, fisheries, the key bus stops and other local destinations.

### 2.3 EXTANT LAND USE

- 2.3.1 For the purposes of this report, the baseline for assessment is the extant planning approval for 80 dwellings on the proposed development site.
- 2.3.2 Whilst the baseline assessment is 80 dwellings, national planning policy requires the cumulative residual impact of development to be considered. As such, this report also considers the cumulative impacts of the extant approval and the additional dwellings associated with the overall proposals.

### 2.4 DEVELOPMENT PROPOSAL

- 2.4.1 The proposed development is for 113 residential units, access, parking and landscaping. The planning application is in full, with access to be determined as part of the planning application package and unchanged from the extant planning approval.

## 3. PLANNING POLICY

### 3.1 INTRODUCTION

- 3.1.1 A review of pertinent local and national planning policy has been undertaken to provide the context within which the proposals should be assessed. The review is summarised below.

### 3.2 LOCAL PLANNING POLICY

- 3.2.1 At the time of the extant planning approval, the 1999 Scarborough Local Plan was the most up to date reference for local planning policy. Whilst the 1999 Local Plan was reviewed as part of the extant planning consent, the New Local Plan was also reviewed. The New Local Plan was adopted on the 3<sup>rd</sup> July 2017 and guides the future development of the borough in the period up to 2032.
- 3.2.2 The key New Local Plan policy which was reviewed in the Transport Assessment for the extant planning approval was Policy INF3. Policy INF3 remains unchanged since the extant planning approval and, as such, the development of the site for residential purposes is considered to remain in accordance with Local Plan policy.

### 3.3 NATIONAL PLANNING POLICY FRAMEWORK

- 3.3.1 The Revised National Planning Policy Framework was published in February 2019 and sets out the Government's purpose of the planning system in Paragraph 7 as:

*The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.*

- 3.3.2 This Revised National Planning Policy Framework (Framework) supercedes the March 2014 Framework which was considered as part of the extant planning approval.
- 3.3.3 The 2019 Framework is materially similar to the 2014 Framework, with the key changes being that Paragraphs 32 to 34 of the 2014 document are almost unchanged and replicated within Paragraphs 103 and 108 to 111, which cover key transport policy requirements. The pertinent paragraphs are set out below.
- 3.3.4 With regard to transport, Chapter 9 of the Framework sets out the Government's aims of "Promoting Sustainable Transport". In relation to development proposals, the Framework requires that:

*108. 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.*

***109 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.***

3.3.5 In reviewing planning applications, the Framework sets out the hierarchy for consideration of transport issues, which prioritise sustainable travel modes over the private fossil fuel powered car.

*110. Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

3.3.6 When considering access by sustainable travel modes, Paragraph 103 of the Framework requires that the nature and location of development is taken in to account:

*...However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

3.3.7 In defining how larger developments should protect and exploit opportunities for the use of sustainable transport modes it considers that:

*111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

3.3.8 The extant approval included a Travel Plan, in line with the requirements of the Framework.

3.3.9 As the development of residential properties was considered to accord with the 2014 Framework, it is considered that residential development on the site also complies with the 2019 Framework, in relation to transportation.

## 3.4 PLANNING PRACTICE GUIDANCE

3.4.1 There have been no updates to the National Planning Policy Guidance since the extant planning approval and, as such, the development of residential properties is considered to accord with Planning Practice Guidance.

## 3.5 SUMMARY

3.5.1 There have been no material changes to the local or national planning policies regarding transport which were considered as part of the extant planning approval. As such, the site is considered to meet with the sustainable access requirements of those policies.

3.5.2 The residual consideration is the traffic impact of the increase in the number of dwellings, which is considered in detail within Chapter 4.

# 4. TRAFFIC IMPACT ASSESSMENT

## 4.1 INTRODUCTION

4.1.1 There is a presumption in favour of sustainable development. This site already benefits from planning approval for residential development and, as such, the residual transport-related test is that set out in Paragraph 109 of the Framework, as follows:

*109. 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.*

4.1.2 This chapter considers the residual access by vehicles to the site.

## 4.2 APPROVED TRAFFIC GENERATION

4.2.1 The approved Transport Assessment set out the forecast peak hour traffic flows for the development as follows:

**Table 4.1 Approved Traffic Generation**

80 Units	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate	0.106	0.317	0.423	0.331	0.188	0.519
Trip Generation	8	25	34	26	15	42

4.2.2 It can be seen that the approved traffic generation for the development site is between 34 and 42 two-way peak hour traffic movements.

## 4.3 PROPOSED TRAFFIC GENERATION

4.3.1 Utilising the same traffic generation rates, the development proposal of 113 residential units is forecast to generate the following quantum of traffic:

**Table 4.2 Proposed Traffic Generation**

113 Units	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate	0.106	0.317	0.423	0.331	0.188	0.519
Trip Generation	12	36	48	37	21	59

4.3.2 It can be seen from Table 4.2 that the additional 33 dwellings are forecast to generate an additional 14 to 17 two-way peak hour vehicle movements.



- 4.3.3 Current Government guidance sets out the criteria for assessing all developments which generate significant amounts of movement as a residual cumulative severe impact.
- 4.3.4 Whilst the severe test is not set out in numerical terms, earlier Government documents set a threshold of 30 two-way vehicle trips as being considered to be the minimum threshold for which more detailed consideration may be required. Importantly, the earlier Government documents was clear in stating that:

*...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 progress discussions*

- 4.3.5 The additional forecast development flows are significantly below the 30 two-way peak hour vehicle trip threshold and, in isolation, could not reasonably be considered to be severe.

- 4.3.6 Whilst the addition of 14 to 17 two-way peak hour vehicle movements in isolation is not considered to be severe, there is a further test set out within Department for Transport Circular 02/13 with regard to the cumulative impacts of development, as follows:

*Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

- 4.3.7 In order to consider the Circular 02/13 test, a review has been undertaken of the approved traffic models which were undertaken for the extant approval of 80 dwellings on the proposed development site.

- 4.3.8 Each junction which was assessed as part of the extant planning approval is considered below.

## 4.4 SITE ACCESS

- 4.4.1 The approved development impact at the site access was stated within the approved Transport Assessment as between 33 and 41 two-way peak hour vehicle trips for the extant development proposals.

- 4.4.2 The site access was assessed using the PICADY traffic modelling software for the future year of 2022. The worst-case forecast operation on any arm of the junction was an operation of 5% of the junction's capacity.

- 4.4.3 The addition of 14 to 17 additional two-way peak hour vehicle movements is considered to be immaterial to the operation of the junction, resulting in an additional vehicle every three to four minutes in the peak hours.

- 4.4.4 The site access is considered to be suitable to accommodate the proposed increase in development-generated traffic as a result of the development proposals.

## 4.5 CHURCH LANE/ MAIN STREET

- 4.5.1 The approved forecast two-way peak hour development impact at the Church Lane/ Main Street priority junction was between 17 and 21 two-way peak hour vehicle trips for the extant development proposals. This is around 50% of the total traffic generation forecast at the site access.

- 4.5.2 The Church Lane/ Main Street priority junction was assessed using the PICADY traffic modelling software for the future year of 2022. The worst-case forecast operation on any

arm of the junction was an operation of 38% of the junction's capacity with the development proposals in place, against 34% without development.

- 4.5.3 Taking 50% of the increase in forecast development-generated vehicle trips as 7 to 9 two-way peak hour vehicle movements, it is considered that the junction of Church Lane/ Main Street is unlikely to be materially impacted by the proposed addition of 33 residential dwellings at the development site.

#### 4.6 OSGOODBY LANE/ PRIORY PLACE

- 4.6.1 The approved forecast two-way peak hour development impact at the Osgoodby Lane/ Priory Place priority junction was between 16 and 21 two-way peak hour vehicle trips for the extant development proposals. This is around 50% of the total traffic generation forecast at the site access.
- 4.6.2 The Osgoodby Lane/ Priory Place priority junction was assessed using the PICADY traffic modelling software for the future year of 2022. The worst-case forecast operation on any arm of the junction was an operation of 63% of the junction's capacity with the development proposals in place, against 61% without development.
- 4.6.3 Taking 50% of the increase in forecast development-generated vehicle trips as 7 to 9 two-way peak hour vehicle movements, it is considered that the junction of Osgoodby Lane/ Priory Place is unlikely to be materially impacted by the proposed addition of 33 residential dwellings at the development site.

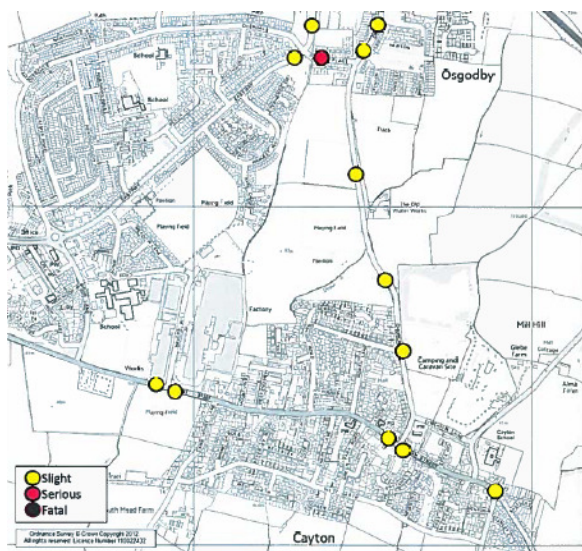
#### 4.7 EASTWAY/ PRIORY PLACE/ OVERDALE

- 4.7.1 The approved forecast two-way peak hour development impact at the Eastway/ Priory Place/ Overdale signalised junction was between 2 and 6 two-way peak hour vehicle trips for the extant development proposals. This is around 15% of the total traffic generation forecast at the site access.
- 4.7.2 The Eastway/ Priory Place/ Overdale signalised junction was assessed using the LINSIG traffic modelling software for the future year of 2022. The worst-case forecast operation on any arm of the junction was an operation of 61% of the junction's capacity with the development proposals in place, against 61% without development, i.e. no change.
- 4.7.3 Taking 15% of the increase in forecast development-generated vehicle trips as 2 to 3 two-way peak hour vehicle movements, it is considered that the junction Eastway/ Priory Place/ Overdale is unlikely to be materially impacted by the proposed addition of 33 residential dwellings at the development site.

#### 4.8 ACCIDENTS

- 4.8.1 As part of the approved Transport Assessment a review of the highway safety records on the local road network was undertaken for the five-year period to the 31<sup>st</sup> December 2015.
- 4.8.2 The approved study network is shown overleaf:

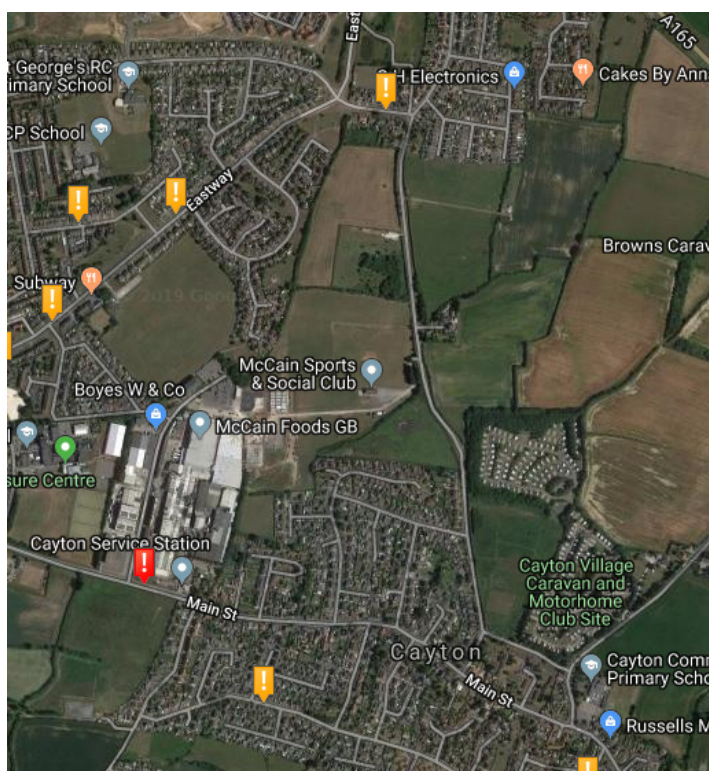
**Figure 4.1 Approved Five-Year Study Network**



4.8.3 For the five-year period to the 31<sup>st</sup> December 2015 there were a total of 13 accidents recorded within the study network, an average of two to three per year.

4.8.4 In order to consider the cumulative impacts of the development, a review of the highway accident records for the years 2016, 2017 and 2018 (the most recently available data) has been undertaken and is summarised below:

**Figure 4.2 Accident Study Network 2016, 2017 and 2018**



4.8.5 Within the study network there have been two additional accidents in the most recent three-year study period. One accident was slight and occurred in Osgodby on Priory Place. That accident involved two vehicles, with one impacting the side of another.

- 4.8.6 There were no other accidents on Priory Place in the three-year study period and, as such, there is considered to be no material concern regarding the highway safety records on Priory Place.
- 4.8.7 There are forecast to be an additional two to three two-way peak hour vehicle trips on Priory Place as a result of the increased development size. The addition of 33 dwellings on the development site is not likely to materially alter the highway safety records on Priory Place.
- 4.8.8 The second accident was a serious accident involving a vehicle striking a pedestrian on Main Street. The pedestrian was a school age child at lunchtime during term time.
- 4.8.9 There have been no other accidents recorded at that location in the three-year study period.
- 4.8.10 There are around four forecast two-way peak hour traffic movements relating to the 33 additional dwellings on Main Street (west), based upon the approved traffic distribution. The forecast increase of around one vehicle every 15 minutes at peak times is not considered likely to materially alter the highway safety records on Main Street.
- 4.8.11 The accident rate has decreased since the extant planning approval to around two accidents every three years within the study area.

## 4.9 ACCESS BY ULTRA LOW EMISSION VEHICLE

- 4.9.1 Everyone who can drive a car can also drive an ultra-low or zero emission vehicle. Ultra-low and zero emission vehicles have all the benefits of personalised transportation, whilst significantly reducing the overall impact of travel.
- 4.9.2 Since the approval of the site for 80 dwellings, there has been a shift in national policy relating to ultra-low and zero emission vehicles.
- 4.9.3 HM Government have set out their emissions strategy in the July 2018 report 'The Road to Zero'. The policies set out the long term ambitions of Government as:

*Our mission is to put the UK at the forefront of the design and manufacturing of zero emission vehicles, and for all new cars and vans to be effectively zero emission by 2040. As set out in the NO2 plan, we will end the sale of new conventional petrol and diesel cars and vans by 2040. By then, we expect the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability. By 2050 we want almost every car and van to be zero emission.*

*We want to see at least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra low emission by 2030.*

*We expect this transition to be industry and consumer led, supported in the coming years by the measures set out in this strategy. We will review progress towards our ambitions by 2025. Against a rapidly evolving international context, we will seek to maintain the UK's leadership position and meet our ambitions, and will consider what interventions are required if not enough progress is being made.*

- 4.9.4 In response to this policy and similar national policies around the world, all major vehicle manufacturers either already sell, or are developing, ultra-low emission vehicles. The most notable commitment at the time of writing is from Honda who have stated:

*Honda is the world's largest engine manufacturer, and from what we have announced today we are committing to ending all mainstream non-electrified petrol and diesel production for Europe by the end of 2022.*

- 4.9.5 With vehicle manufacturing being a highly competitive market, it is almost certain that all major vehicle manufacturers will be following suit over the coming years, with reduced research and development budgets being focussed on these technologies.
- 4.9.6 As such, within the lifetime of this development, it is expected that all cars and vans will, ultimately, be zero emission.
- 4.9.7 The technologies to arrive at a 100% zero emission road network are not currently in place and are likely to alter over time and become standardised, as such it is unlikely that the same technologies which are available today will be the ones which achieve this significant shift in the type of vehicles we drive.

## 4.10 SUMMARY

- 4.10.1 The development site already has approval for 80 dwellings. The proposed development is for a total of 113 dwellings, i.e. an increase of 33 dwellings. Based upon the traffic generation rates within the approved Transport Assessment, the additional dwellings are forecast to be between 14 and 17 two-way peak hour vehicle movements.
- 4.10.2 A review of the approved traffic models for the key local junctions shows that there is significant spare traffic capacity forecast locally. The addition of the forecast development-generated traffic is not considered to be material at any of the junctions previously assessed and the development proposals are considered to not materially impact any of the junctions.
- 4.10.3 A review of the most recent traffic accident data for the approved accident study network has been undertaken. This shows that there are no material highway safety concerns locally. The forecast traffic generation relating to 33 additional dwellings is not considered likely to materially affect highway safety locally.
- 4.10.4 When considering the transportation implications of a site the key test set out in Paragraph 109 of the Framework is that:

*109. 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.*
- 4.10.5 Based upon a detailed review of the extant planning permission and the potential implications of 33 additional dwellings on the site it is considered that there are no residual cumulative impacts which could be classified as severe and, as a result, no reasonable highway reasons for refusal of the development proposals.

