

Job Name: **Hargrave**

Job N^o: **IMA-21-091**

Date: **November 2021**

Client: **Bastion Group**

Transport Statement

1 Introduction

- 1.1 Bastion Group has appointed IMA Transport Planning to prepare a Transport Statement (TS) in support of a planning application for a proposed development consisting of 6 dwellings.
- 1.2 The development site is located to the south of Church Street, in the parish of Hargrave, Northamptonshire, and is the only site proposed to be allocated for housing within the Draft Hargrave Neighbourhood Development Plan (HNDP).
- 1.3 The highway and planning authority is the recently formed Unitary Authority of North Northamptonshire Council.

2 Scope of Report

- 2.1 This TS covers the following:
 - Section 3 - Site Description and Surrounding Highway Network
 - Section 4 - Accessibility Without a Car
 - Section 5 - Planning Policy
 - Section 6 - Proposed Development
 - Section 7 - Proposed Access Arrangements and Off-Site Improvements
 - Section 8 - Predicted Travel Demand and Transport Implications
 - Section 9 - Summary and Conclusions

3 Site Description and Surrounding Highway Network

- 3.1 The parish of Hargrave is located in Northamptonshire, 30 miles east of Northampton and approximately 3 miles east of Raunds. The parish is predominantly rural in nature, with the village of Hargrave covering a small area of the parish.
- 3.2 Hargrave village takes a linear form along the single road (Church Street/Church Road) which runs through the village.
- 3.3 Plan 1 shows the location of the site, to the south of Church Street, on land opposite Top Farm. Existing vehicular access to the site is from Church Street.
- 3.4 The proposed scheme will be contained within the proposed settlement boundary of Hargrave village as defined in the HNDP. Figure 4 of the emerging Hargrave Neighbourhood Development Plan, a copy of which is attached at Appendix 1, shows the settlement boundary of the village.
- 3.5 Church Street runs on a broad north west-south east alignment for approximately 2 miles, beginning north west at the B663/Station Road/Church Street junction and

continuing south east before the road becomes Church Road on the bend outside All Hallows Church in Hargrave village.

- 3.6 Church Road and Church Street are subject to a 30mph speed limit, with the speed limit changing to the national speed limit beyond the village, approximately 390m northwest of the site. Church Street is approximately 4-4.5m wide for the majority of its length. The HNBP notes that through consultation with Northamptonshire Highways, it has been established that the carriageway width of Church Street is substandard (at certain points this road is single lane traffic only).
- 3.7 Church Street is sparsely lit and, for the majority, has no footways on either side of the carriageway.
- 3.8 Within the vicinity of the site there are no footways on either side of Church Street, to either the east or west of the site.
- 3.9 Approximately 190m east of the site there is a very narrow footway on the southern side of Church Street which continues eastward through the village and connects to a footway on the western side of Church Road in the south east of the village.
- 3.10 The footway on Church Road continues south towards the B645 until just past Hargrave Village Hall, where the footway terminates.
- 3.11 Appendix 2 contains a plan showing the extent of the adopted highway.

4 Facilities Accessible without a Car

- 4.1 Given the location, size and rural nature of Hargrave, there are very few amenities in the village itself. Amenities available include All Hallows parish church, the Village Hall, a small cake shop and a children's Day Nursery. Plan 2 shows the locations of these amenities.
- 4.2 Further afield, the nearest major town to the site is Raunds which offers a variety of shops, facilities and amenities including the following, along with their respective distances from the site:
 - St Peters CE Academy - 2.7 miles
 - SPAR Convenience Store - 3 miles
 - Marshalls Road Surgery - 3 miles
 - Raunds Post Office - 3.1 miles
 - ASDA Superstore - 3.5 miles
- 4.3 Whilst Raunds is considered too far to walk to on a frequent basis, it is within reasonable cycling distance. However it is expected that most trips to Raunds will be by car, in particular for food shopping.
- 4.4 Access to public transport is limited, with the closest bus stops located in Shelton, approximately 1.8 miles (approximately 36 minute walk) south of Hargrave village. These stops can be accessed from Hargrave via the Public Rights of Way shown in Plan 3, however the bus which serves this stop runs infrequently (once per day Monday-Friday).
- 4.5 Hargrave is well connected by a series of Public Rights of Way, as shown on Plan 3, which provide ample opportunity for access and use for leisure purposes such as cycling/walking.

5 Planning Policy

5.1 The following policies are relevant to the proposed development site.

North Northamptonshire Joint Core Strategy Local Plan Part 1 (adopted July 2016)

5.2 In relation to development within rural areas, Policy 11 of the adopted NNJCS states that small-scale infill development will be permitted on suitable sites within villages and that Part 2 Local Plans and/or Neighbourhood Plans will identify sites within or adjoining the villages to help meet locally identified needs.

East Northamptonshire Local Plan Part 2 (emerging)

5.3 Table 5 of the emerging East Northamptonshire Local Plan identifies Hargrave as a small, freestanding village and Policy EN1 states that ‘development opportunities will be limited to small scale infill and windfall development within the existing built up areas.’

5.4 Table 18 indicates that between 6-10 dwellings are needed in Hargrave during the Plan period.

Hargrave Submission Neighbourhood Development Plan (emerging)

5.5 The Hargrave Neighbourhood Development Plan (HNDP), along with supporting documents, is currently being examined. Whilst it has not yet been ‘made’ or adopted, it shows intent and is, therefore, a material consideration in the assessment and determination of the proposal for residential development on the site. It has regard to the adopted North Northamptonshire Joint Core Strategy (Part 1 Plan), the emerging East Northamptonshire Local Plan Part 2, National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG) and will help to meet some of the sustainable development objectives of the Government through the implementation of its local policies.

5.6 Once adopted, the HNDP will sit alongside the North Northamptonshire Joint Core Strategy 2011 to 2031 which was adopted in July 2016.

5.7 The HNDP identifies the need for 6 additional dwellings to be provided between 2021 and 2031 (Policy HNDP1).

5.8 Policy HNDP2 New Development within Hargrave sets out the following in relation to new development within Hargrave:

Policy HNDP2 – New Development within Hargrave

Within the Hargrave settlement boundary (Figure 4), new development will be supported when it:

- a) is small scale roadside² infill, in between and alongside existing built development;**
- b) reinforces the character of Hargrave as a small historic village, well integrated with the surrounding countryside;**
- c) protects identified green spaces and the low density development within the settlement boundary; and**
- d) conserves built and natural heritage assets.**

- 5.9 The development site is the only proposed allocation site for housing within the HNBP. A call for sites was carried out in Autumn 2020 which resulted in 3 sites being put forward:
- Site 1 - Land north of Church Street
 - Site 2 - Land south of Church Street
 - Site 3 - Land north of Nags Head Lane
- 5.10 The Hargrave Housing Site Assessment (HSA) report provided an assessment of each site, with the HNBP Steering Group Committee concluding that Site 3, located beyond the end of Nag’s Head Lane, lies outside of the proposed Hargrave settlement boundary, and should therefore be excluded from allocation. The HSA report identified Site 1 and Site 2 for allocation in the neighbourhood plan in the Regulation 14 Consultation version, however Site 1 was subsequently found to be previously designated as Important Open Space in the village, leaving only Site 2 (the development site) for allocation within the HNBP. Fig 5 of HNBP, included at Appendix 3 shows the housing allocation sites.
- 5.11 Policy HNBP3 Housing Allocations within Hargrave village in the Submission Version (Regulation 16) of the HNBP sets out the following in relation to highways for new development within Hargrave:

Policy HNBP3 – Housing Allocations within Hargrave village

The following site is allocated for housing development within the plan period and is shown in Figure 5.

3.1 Land south of Church Street

The following details the key expectations for all development on this site.

Site 3.1 Key Expectations

- a) Any development must remain within the limitations of the village settlement boundary.
- b) Any development should be of a limited number of modest scale, roadside properties in accordance with the indications of the HNBP and not impair the amenity of existing neighbouring properties.
- c) Each house should therefore only be positioned within plots which abut the roadside (i.e., roadside infill) with no plans for (and avoiding opportunity to create) later backfill development of the adjacent land or included land within the plot. All development should therefore remain within the village settlement boundary.
- d) Provision of a singular safe roadside access with good visibility onto Church Street is essential. Vehicle visibility splays would need to be displayed at 43 m from the proposed accesses in each direction for a road with a 30 mph speed limit.
- e) Provision of ample off-road parking for the homes and their visitors in order to avoid congestion of Church Street in accordance with Northamptonshire’s adopted Parking standards.
- k) As the carriageway is not wide enough for two lanes, white lines could be painted at both sides to indicate where cars, pedestrians and cyclists could travel. This would ensure the continued rural nature of this street in accordance with the Hargrave Design Code.

- 5.12 With regard to parking provision, Paragraph 4.3.15 of the HNBP states that ‘any future housing should offer off-street resident parking because of the tightness of Hargrave’s single through-road of Church Road/Church Street...’
- 5.13 In terms of highway safety, the HNBP states at Paragraphs 4.4.16-4.4.18 that consultation with Northamptonshire Highways has established that the carriageway width of Church Street is substandard. At certain points the road is single lane traffic only and there is no footpath for the majority of the road’s length. For any proposed scheme to be supported by the LHA, the provision of carriageway and footpath enhancements along Church Street would be required.
- 5.14 In relation to measures to address highway safety concerns, Paragraph 4.4.19 of the HNBP states ‘This may be either through physical enhancement of the carriageway standard and an associated footway along Church Street, or by means of restrictive traffic management measures, or combination of both, which bring risks to an acceptably low level for road and footpath users alike.’
- 5.15 Paragraph 4.4.21 goes on to state that ‘Any measures adopted, whether enhancement or restrictive, must protect the rural nature of the village and its streetscape, and avoid urbanisation of this village’s environment.’
- 5.16 Policy HNBP4 Housing Design sets out the following in relation to housing design and transport:

Policy HNBP4 – Housing Design

New housing should be environmentally sustainable, providing accommodation that minimises water and energy use and uses renewable energy wherever possible. Sustainable drainage should be used, and new properties should be equipped with charging points and battery storage for electric vehicles.

Designs should include safe access for all users, adequate roadside footpaths, and off-road car parking in accordance with Northamptonshire’s adopted Parking standards.

Northamptonshire Parking Standards (September 2016)

- 5.17 The current parking standards are contained in the Northamptonshire Parking Standards document which updates the parking advice contained in the Parking SPG (March 2003) and the Northamptonshire Place and Movement Guide (December 2008). It sets out the minimum parking standards for the new developments - the previous parking standards applied maximum parking standards. For C3 residential dwellings the minimum standards are:
 - 1 bed - 1 car space per dwelling
 - 2/3 bed - 2 spaces per dwelling
 - 4+ beds - 3 spaces per dwelling
 - Visitors - 1 space per dwelling across the development
 - Cycle - 1 secure covered space per bedroom

- 5.18 If parking is provided outside of curtilage of the dwelling, 10% of all car parking spaces, including visitors parking within residential development, should be provided to mobility standards. Where less than 10 spaces are to be provided, at least one of the car parking spaces should be to mobility standard.
- 5.19 The provision of electric vehicle charging points on plot and in communal areas will be supported.

6 Proposed Scheme

- 6.1 The proposed site layout is contained in Appendix 4.
- 6.2 The proposed development comprises:
- 6 dwellings (2x 4-bedroom and 4x 3-bedroom)
 - 14 allocated car parking spaces for residents (3 spaces per 4-bedroom dwelling and 2 spaces per 3-bedroom dwelling)
 - 6 car parking spaces for visitors
 - Secure, covered cycle parking spaces located within the garages (4 spaces per 4-bedroom dwelling and 3 spaces per 3-bedroom dwelling)
 - An electric vehicle charging point for each dwelling
- 6.3 Access to the site will be provided via a single access point off Church Street, close to the location of the existing vehicular access to the site.
- 6.4 The scheme is consistent with Policies HNDP2, HNDP3 and HNDP4, and reflects the existing linear pattern of the village, with the properties directly fronting Church Street.
- 6.5 Cycle parking will be provided within garages, using the Bike Butler system, an example of which is contained in Appendix 5.
- 6.6 The proposed car and cycle parking provision is in line with the adopted standards. The proposed EV parking provision is in line with HNDP4.

7 Proposed Access Arrangements and Off-Site Improvements

- 7.1 A single access to serve the properties is proposed off Church Street. The access will take the form of a priority junction, details of which are shown on Plan 4. The proposed access road width is 5.5m, with a 2m wide footway provided on the eastern side of the access, connecting the site to Church Street.
- 7.2 As demonstrated in Plan 4, visibility at the site access junction conforms to the standards for a 30mph road speed as set out in Manual for Streets and Policy HNDP3 of the HNDP, 2.4m x 43m to the left and right.
- 7.3 Emergency access to the site will be via the proposed access and Plan 5 demonstrates that emergency vehicles (an ambulance and fire tender) can safely serve the development. Refuse collection will be from Church Street. The proposed site layout plan contained in Appendix 4 indicates the location of the refuse collection points.
- 7.4 As established earlier, there are no existing footways in this part of the village (or along the majority of Church Street) and as set out in paragraph 5.13 above, Northamptonshire Highways states that it will only support schemes where the provision of carriageway and footpath enhancements along Church Street are provided.

7.5 Given the narrow width along Church Street and the need to cater to two-way traffic and farming vehicles, any pedestrian improvements will need to be over-runnable. A footway along Church Street is not feasible and on this basis it is proposed to provide white lining along the south side of Church Street, as shown on Plan 6. The white lining will connect the site to the existing footway some 190m to the east of the site, providing pedestrians with a continuous link between the site and the village. The option of providing white lining along Church Street is set out in the HNBP and therefore this proposed provision is consistent with Policy HNBP3 and SM2 of the Hargrave Design Code. This provision can be secured via condition as part of any planning permission and via a s278 agreement.

8 Predicted Travel Demand and Transport Implications

- 8.1 As described above, the site is located in a rural village with very few amenities and services accessible by non-car modes. It is therefore expected that the majority of trips from the development site will be made by car.
- 8.2 The TRICS database has been used to predict car trip rates from the proposed scheme. Sites in England (excluding Greater London) with up to 30 units were included within the assessment. 3 sites were excluded from the TRICS assessment as surveys for these sites were undertaken during COVID-19 restrictions and therefore would be unlikely to represent the ‘normal’ situation.
- 8.3 Table 1 shows the predicted car trip rates and resulting trip generations for the proposed scheme during the traditional morning and evening peak hours and over a daily (12-hour) period.

Peak Hour	Trip Rate			Trip Generation		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
08:00-09:00	0.178	0.358	0.536	1	2	3
17:00-18:00	0.303	0.187	0.49	2	1	3
07:00-19:00	2.495	2.577	5.072	15	15	30

Table 1 Predicted Car Trip Rates and Trip Generations for the Proposed Development

- 8.4 As can be seen from Table 1, the proposed development of 6 dwellings is predicted to generate 3 two-way trips in each of the morning and evening peak hours, and 30 two-way trips over a 12-hour period. This equates to an average of 2.5 trips per hour across the course of a normal day.
- 8.5 The HNBP indicates that in 2019 there were 111 dwellings (and anticipates a total of 125 dwellings within the village by 2031). Applying the trip rates in Table 1 to the 111 dwellings equates to a total of 563 existing two-way movements over a 12-hour period, or an average of 47 trips per hour across the course of a normal day.
- 8.6 The predicted vehicle movements associated with the proposed scheme will therefore have a negligible effect on vehicle trips generated by the village, increasing the two-way 12-hour vehicle movements from 563 to 593, or from an average of 47 two-way trips per hour to 49.5.

9 Summary and Conclusions

- 9.1 This Transport Statement has been produced by IMA Transport Planning on behalf of Bastion Group in support of a planning application for a proposed development consisting of 6 dwellings.
- 9.2 The development site is located to the south of Church Street, in the parish of Hargrave, Northamptonshire.
- 9.3 The development site is a small-scale roadside infill site located within the settlement boundary identified within the emerging Hargrave Neighbourhood Development Plan (HNDP). It is the only site allocated for housing within the HNDP and the proposed development meets the housing need identified by the HNDP. The proposed development is consistent with the policies set out in the HNDP, in particular Policies HNDP1, HNDP2, HNDP3 and HNDP4.
- 9.4 Whilst Hargrave village itself is well connected by a series of Public Rights of Way, pedestrian access to and from the site is limited, with no footways within vicinity of the site on either side of Church Street to either the east or west of the site.
- 9.5 Access to public transport is also limited, though this is not unusual given Hargrave's size and rural location. The closest bus stops to Hargrave village are located in Shelton, approximately 1.8 miles (approximately 36 minute walk) south of Hargrave village.
- 9.6 Hargrave village offers minimal amenities and facilities. Raunds, the closest major town, approximately 3 miles to the east of the site, offers a variety of shops and facilities.
- 9.7 The proposed scheme is for 6 dwellings (2x 4-bedroom and 4x 3-bedroom) served by a single access from Church Street.
- 9.8 The proposed parking provision is in line with Northamptonshire adopted parking standards with 14 allocated car parking spaces for residents, 6 car parking spaces for visitors and 1 secure, covered cycle space per bedroom provided within the garage of each dwelling. Car parking spaces are capable of providing disabled parking. EVCP will be provided for each dwelling.
- 9.9 Emergency access to the site will be via the proposed access and the TS demonstrates that emergency vehicles can safely serve the development. Refuse collection will take place from Church Street.
- 9.10 The 5.5m wide access will provide a 2m wide footway on the eastern side of the carriageway, providing pedestrian access between the site and Church Street. Visibility at the site access junction conforms to the standards set out in Manual for Streets and, therefore, meets the expectations of Policy HNDP3 in this respect.
- 9.11 As part of the proposed development, white lining will be provided along the south side of Church Street. This will provide a 1.2m wide continuous pedestrian link between the site and the existing footway approximately 190m to the east of the site.
- 9.12 Given the site's rural location and limited access to amenities and services within walking/cycling distance, it is expected that the majority of trips from the development site will be made by car. A TRICS assessment has predicted a two-way trip generation of 3 trips in each of the morning and evening peak hours and 30 two-way trips over a 12-hour period. Applying the trip rates to the 111 dwellings in the village (2019 figure) results in 563 two-way movements over a 12-hour period, or an average of 47 two-way movements per hour. The predicted movements generated by

the proposed scheme will be negligible, with the average hourly two-way movements increasing from 47 to 49.5.

- 9.13 In conclusion, this TS demonstrates that the proposed development meets the housing needs, access and transport requirements of the HNBP and is consistent with the policies of the HNBP. Given the small scale of the development and the highway measures proposed as part of the scheme, the proposal is predicted to have no adverse impact upon highway or pedestrian safety and satisfy planning policy requirements, including those in the NPPF, which require the following:
- 1) appropriate opportunities to promote sustainable transport modes to be taken up having regard to the type of development and its location;
 - 2) safe and suitable access to the site for all users; and
 - 3) mitigate any impacts on the transport network to an acceptable degree.

Attachments

Plan 1 Site Location Plan

Plan 2 Local Amenities Plan

Plan 3 Public Rights of Way and Bus Stop Locations

Plan 4 Proposed Access Junction

Plan 5 Swept Path - Emergency Vehicle

Plan 6 Proposed White Lining for Pedestrians on Church Street

Appendix 1 Proposed Hargrave Settlement Boundary (Figure 4, HNBP)

Appendix 2 Adopted Highway

Appendix 3 Housing Allocations (Figure 5, HNBP)

Appendix 4 Proposed Site Layout Plan

Appendix 5 Bike Butler System

Plans

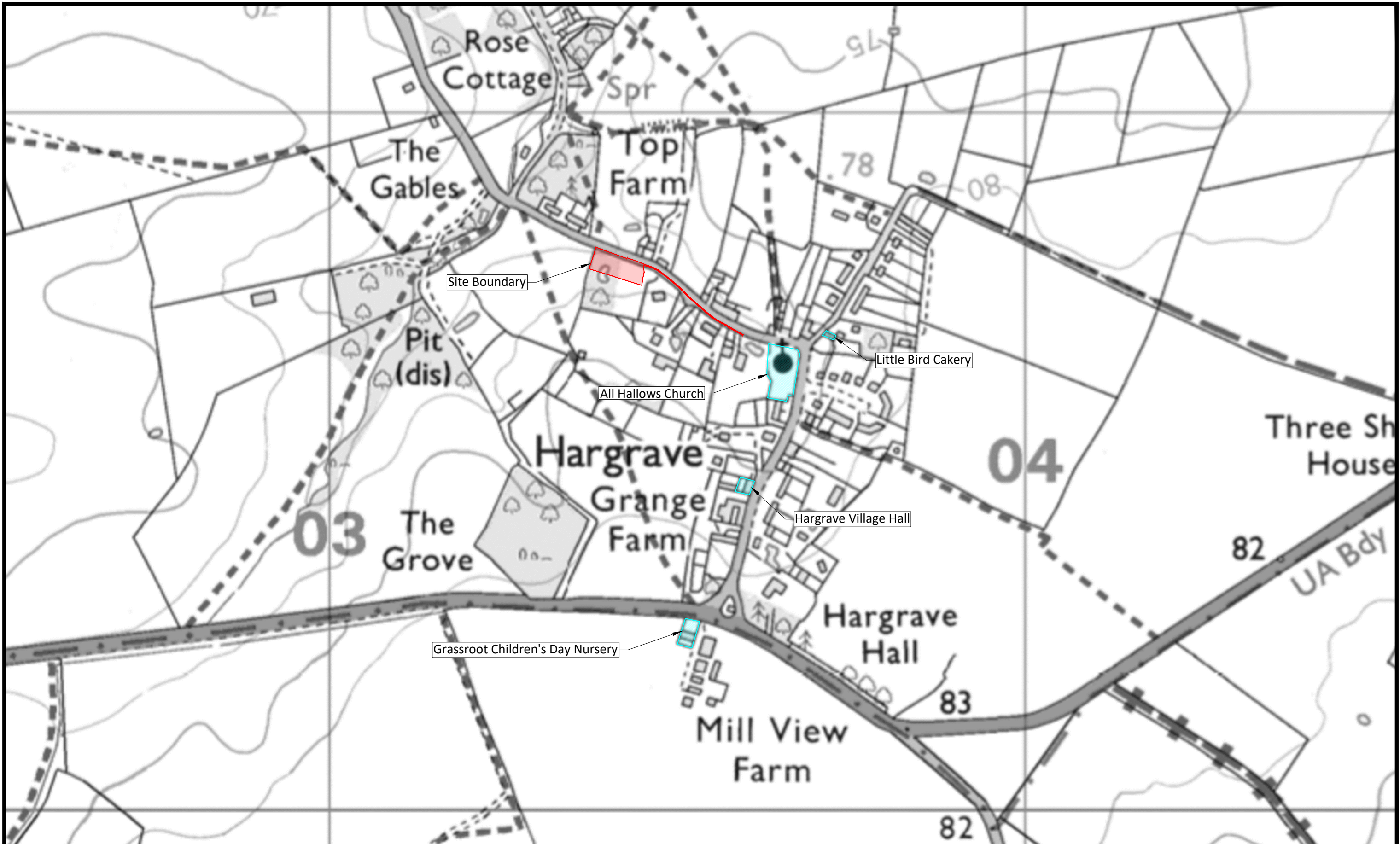


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CLIENT: **Bastion Group**
 PROJECT: **Hargrave**

TITLE: **Plan 1
 Site Location**

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PROJECT No: IMA-21-091	DRAWING No: 001	REV: A

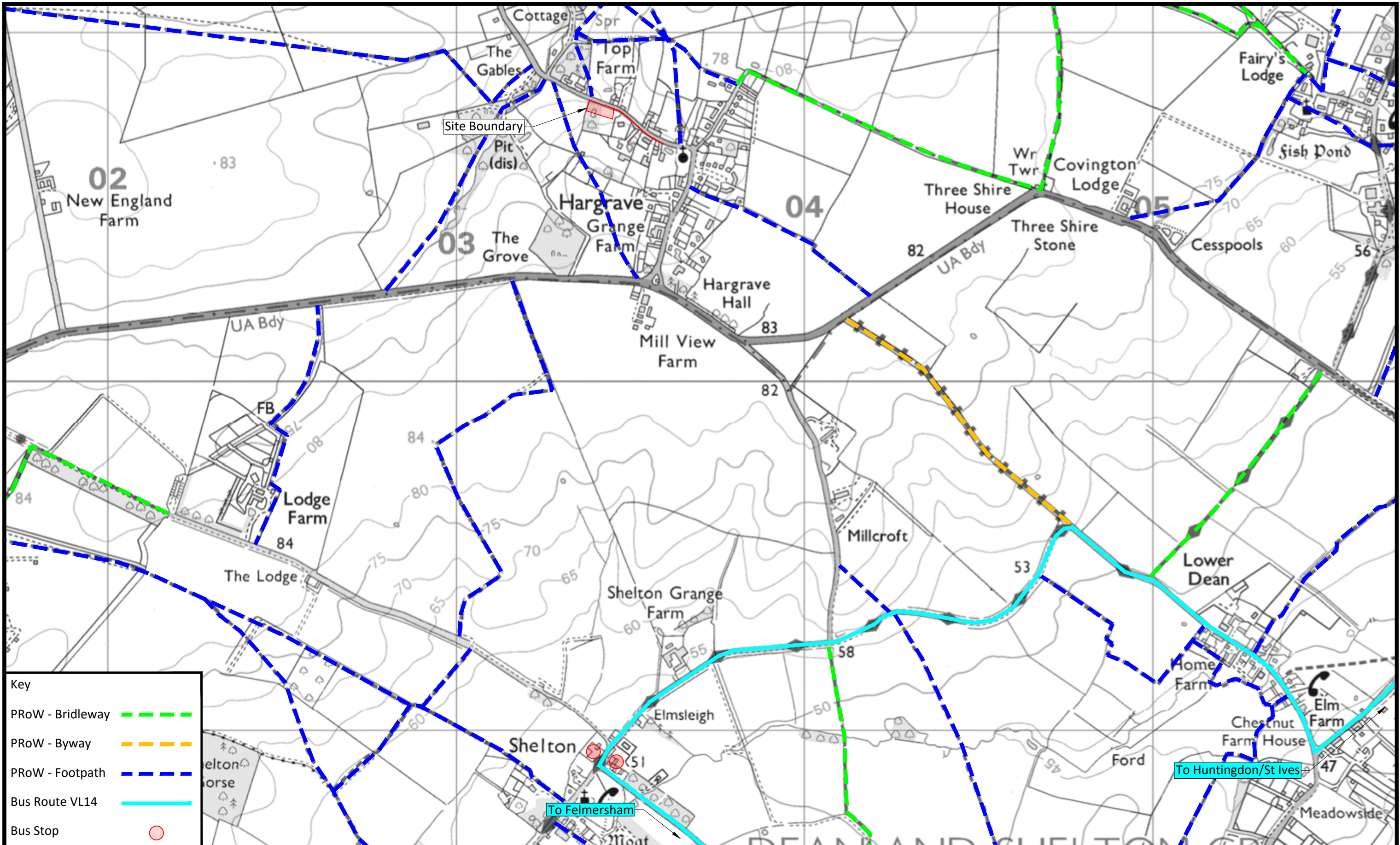



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TITLE: Plan 2
 Facilities and Amenities

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PROJECT No: IMA-21-091	DRAWING No: 002	REV: A



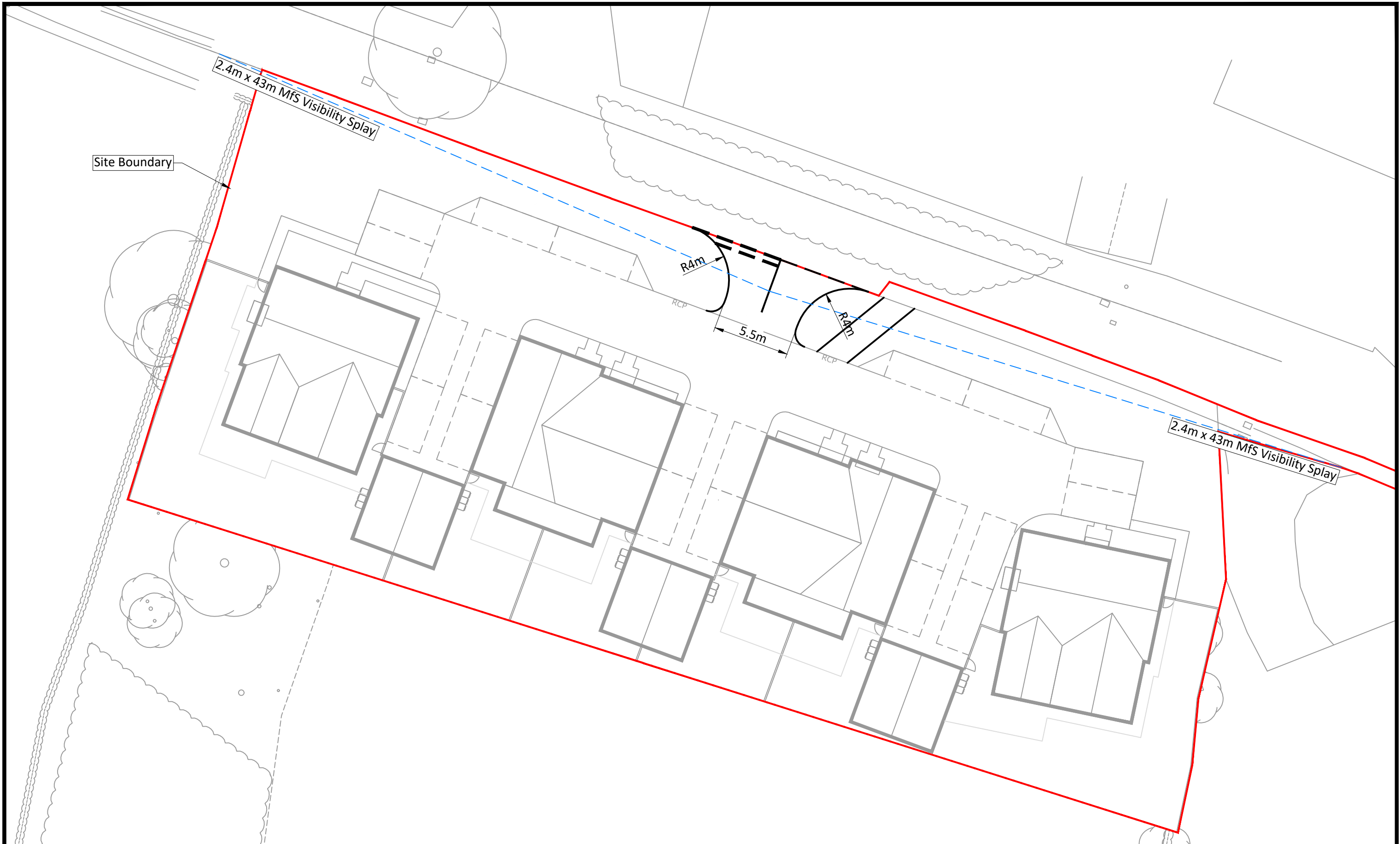
Key	
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PRoW - Byway	
PRoW - Footpath	
Bus Route VL14	
Bus Stop	

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PROJECT:	Hargrave

TITLE:	Plan 3 Public Rights of Way + Bus Routes
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CAD FILE: IMA-21-091-003.dwg	DESIGN/DRAWN: MP	DATE: November 2021
PROJECT No: IMA-21-091	DRAWING No: 003	REV: A

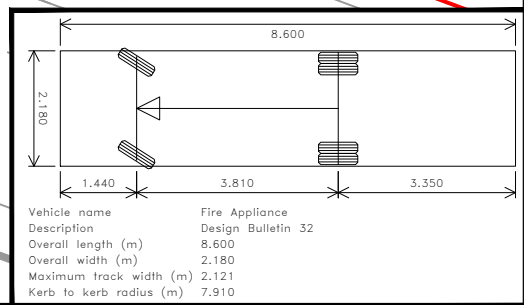
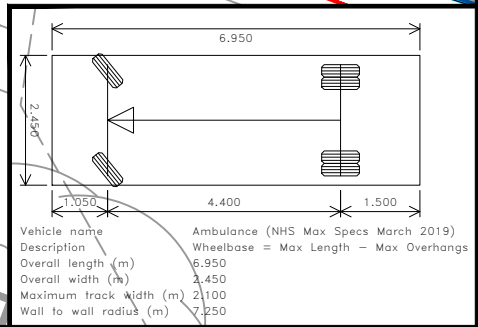
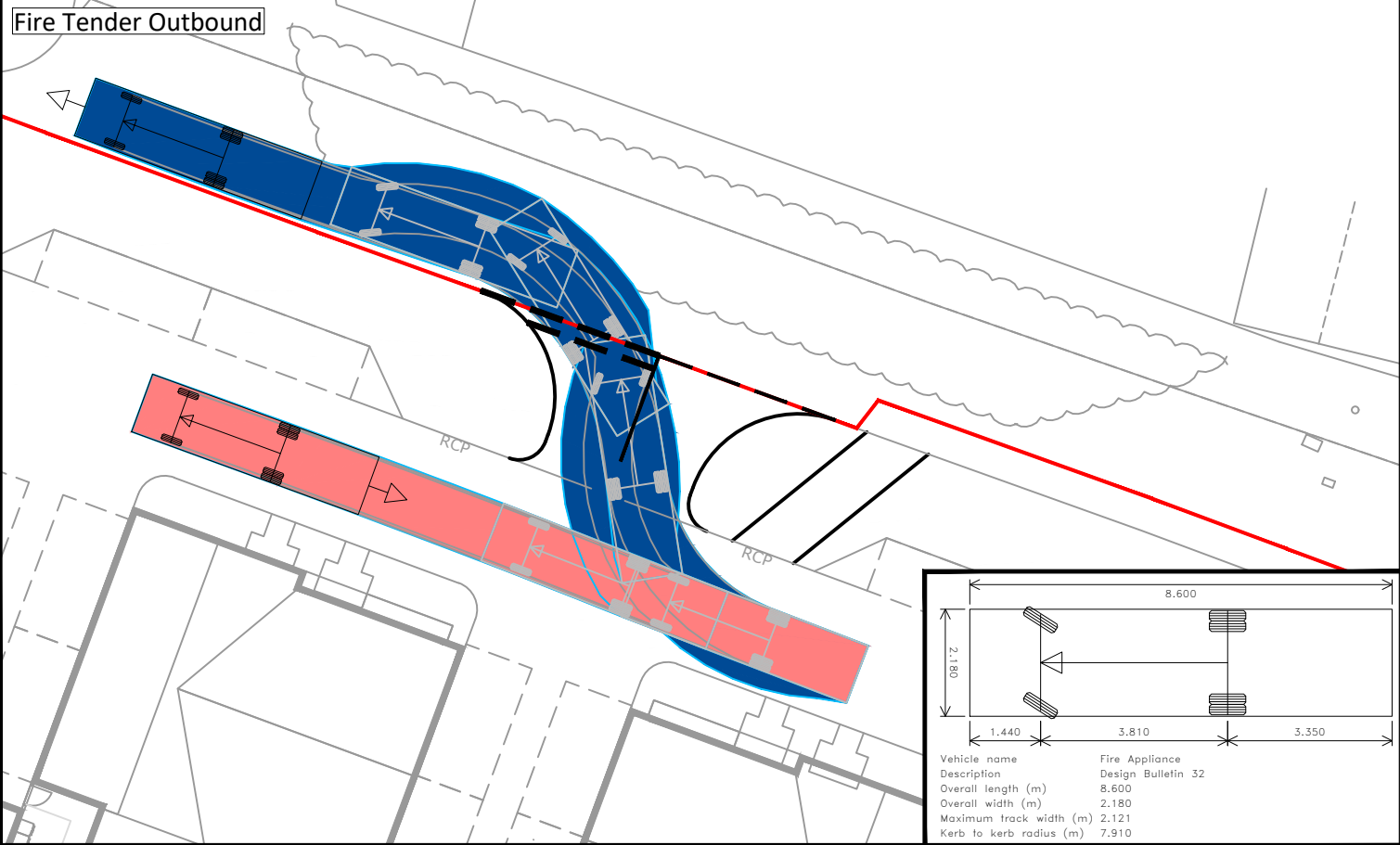
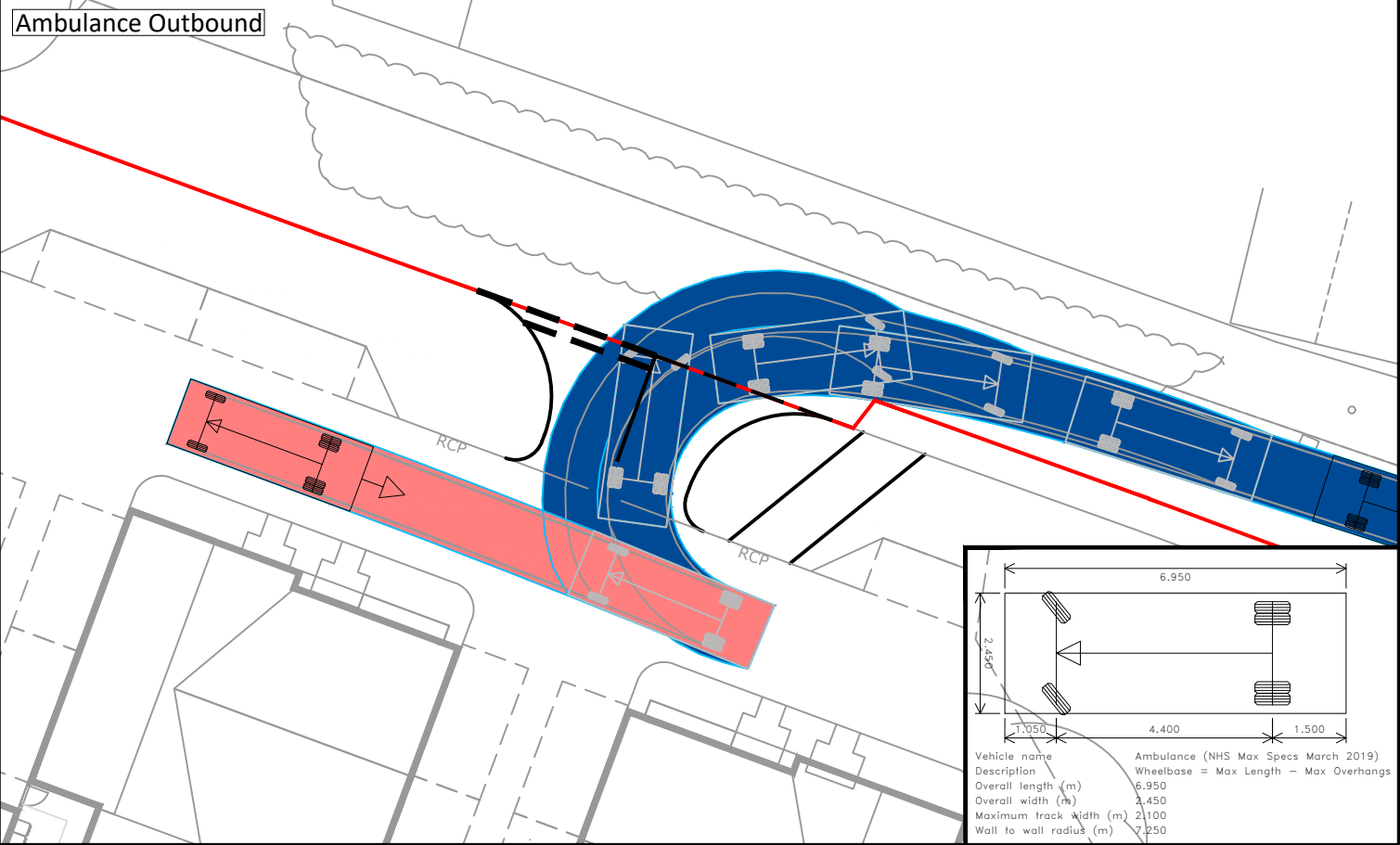
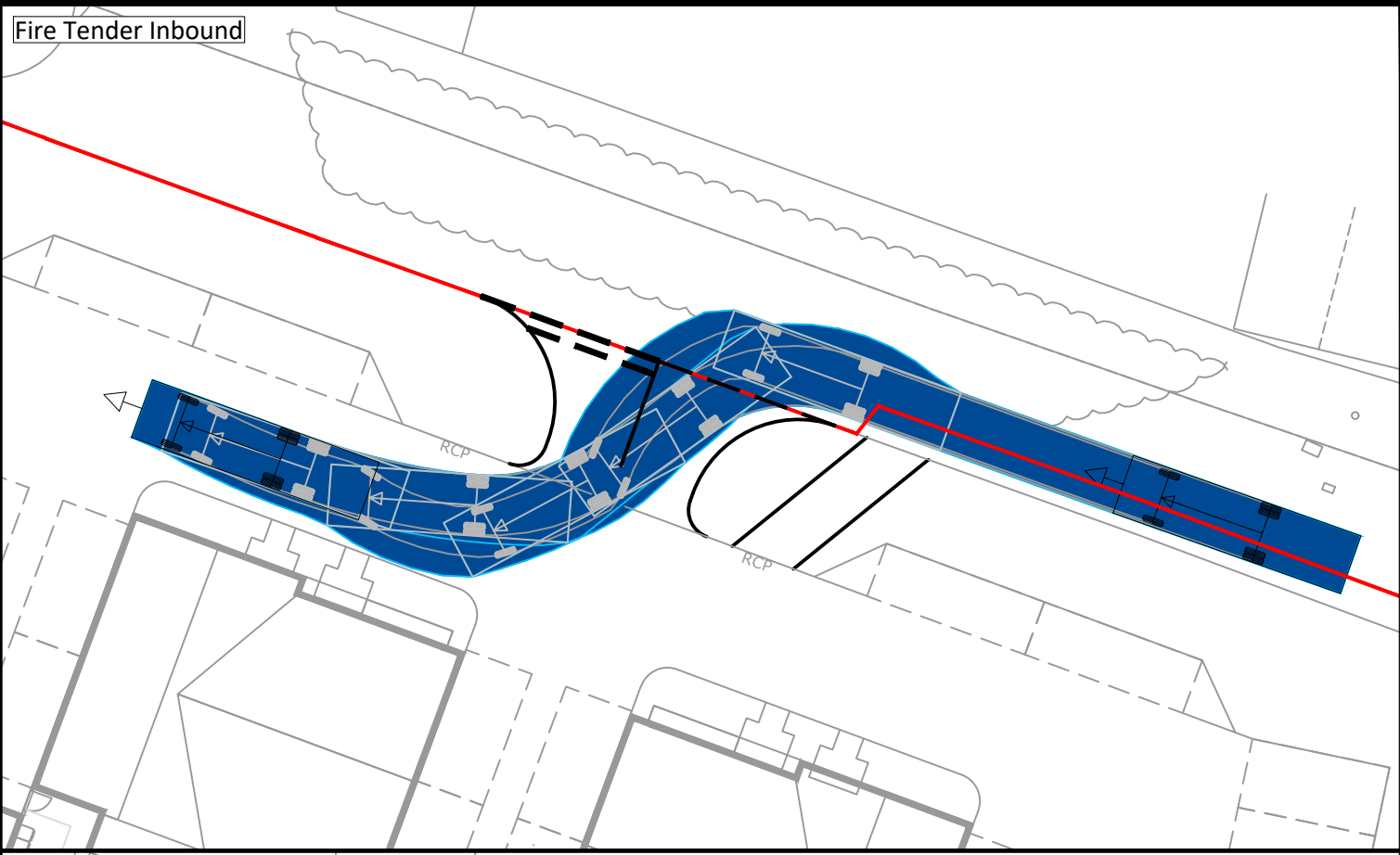
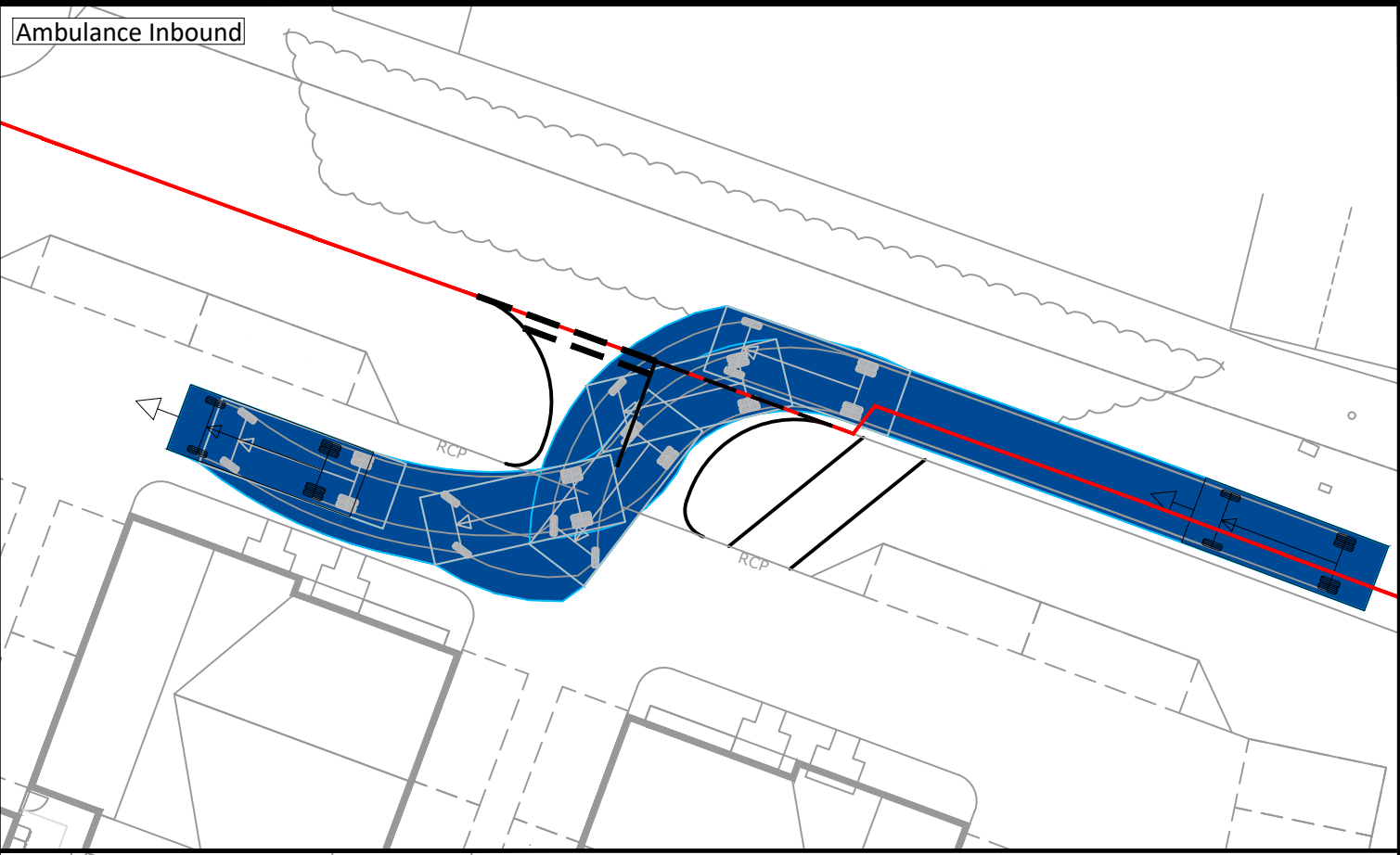



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TITLE:	Plan 4
	Proposed Site Access & Visibility Splays

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CAD FILE:	IMA-21-091-004.dwg	DESIGN/DRAWN:	MP	DATE:	November 2021
PROJECT No:	IMA-21-091	DRAWING No:	004	REV:	A

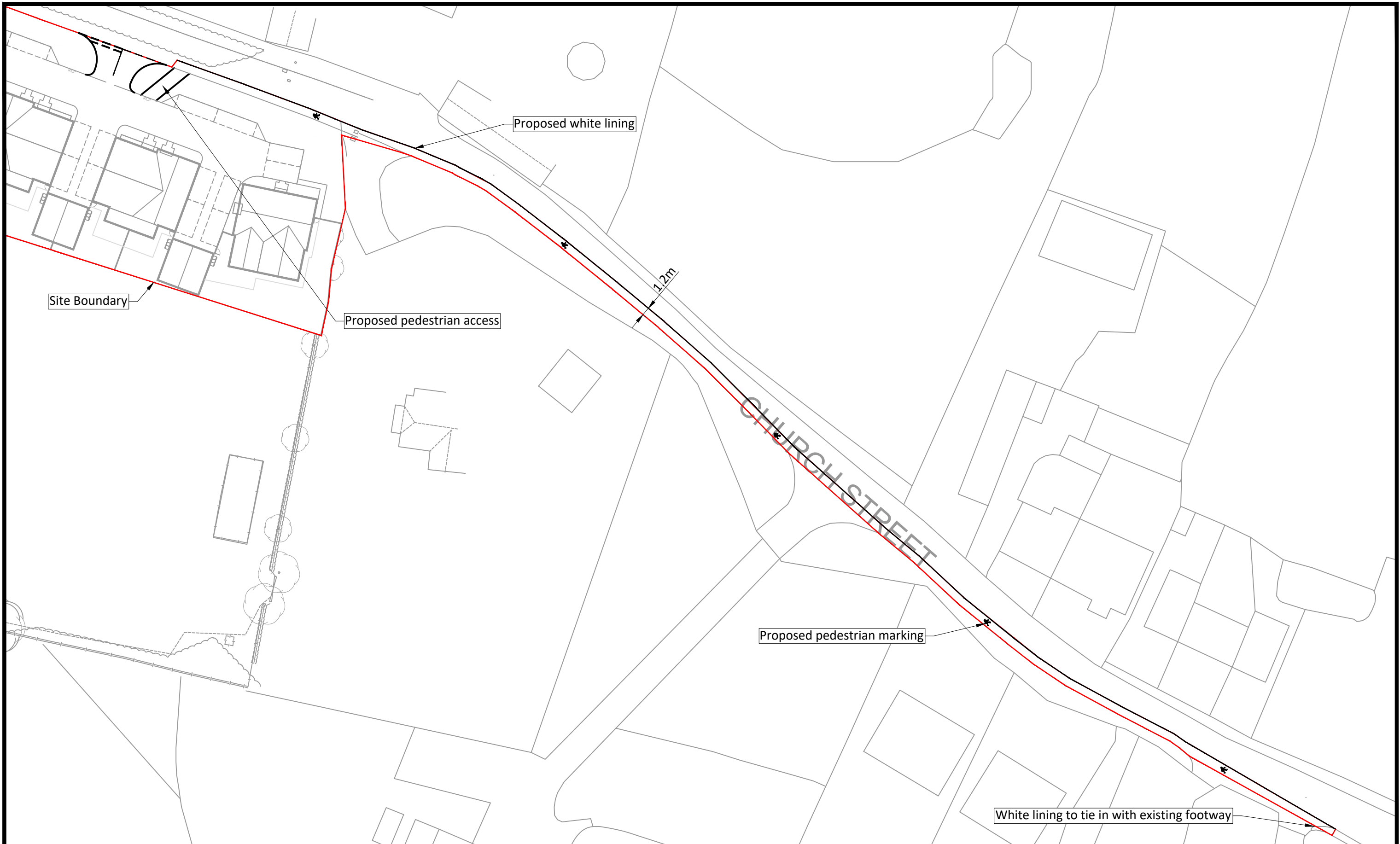


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CLIENT: **Bastion Group**
 PROJECT: **Hargrave**

TITLE: **Plan 5
 Emergency Vehicle Swept Path Analysis**

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CAD FILE: IMA-21-091-005.dwg	DESIGN/DRAWN: MP	DATE: November 2021
PROJECT No: IMA-21-091	DRAWING No: 005	REV: A



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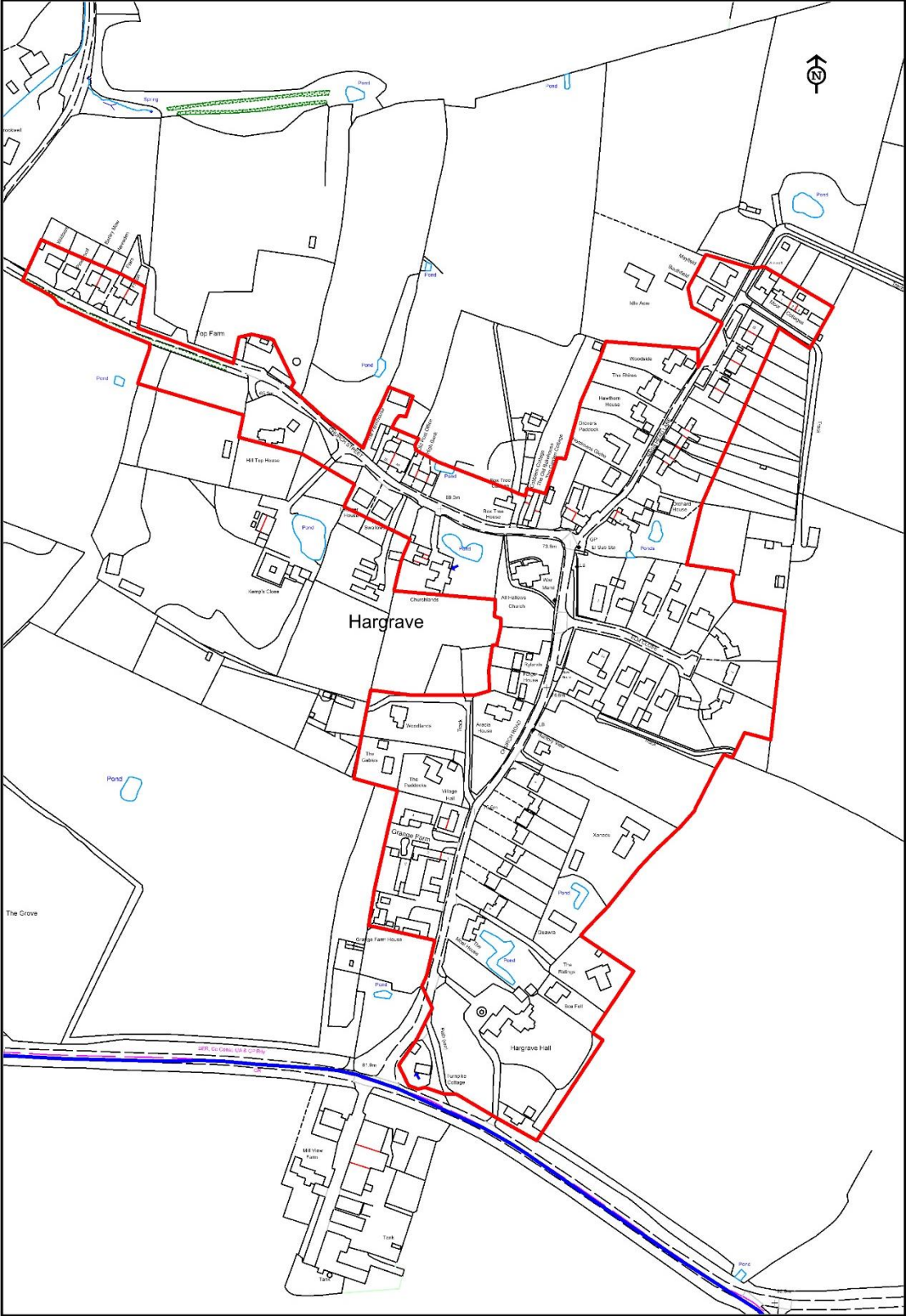
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CAD FILE: IMA-21-091-006.dwg	DESIGN/DRAWN: MP	DATE: November 2021
PROJECT No: IMA-21-091	DRAWING No: 006	REV: A

Appendix 1

4.2.2 Figure 4 shows the settlement boundary as proposed by the Hargrave NDP. The new settlement boundary has been drawn to extend westwards along Church Street. This takes in a number of existing residential properties.

Figure 4: Proposed Hargrave Settlement Boundary

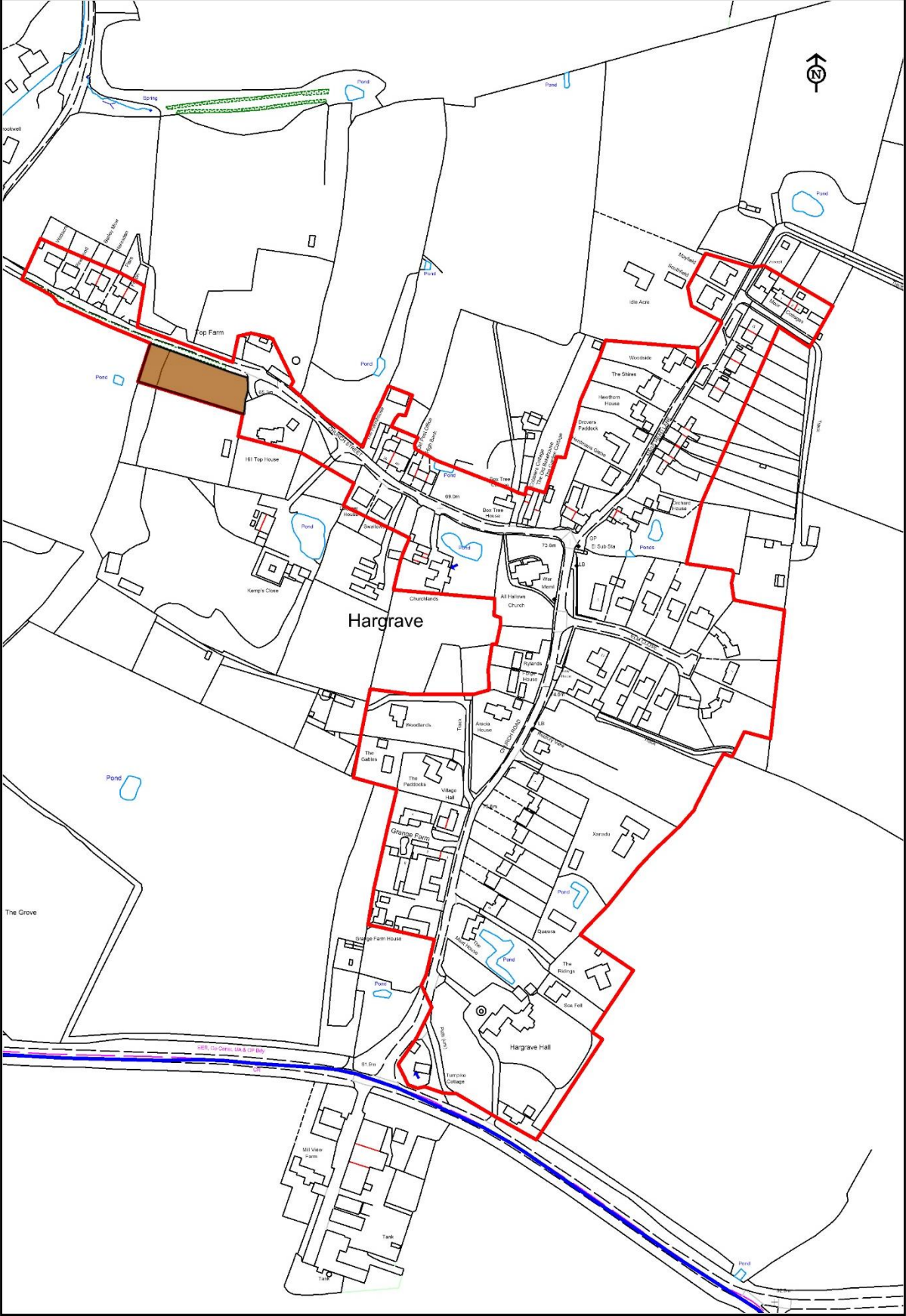


Appendix 2



Appendix 3

Figure 5: Housing allocations



Appendix 4



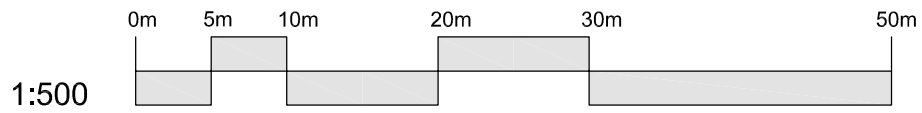
Settlement Boundary and Proposed Allocation - Policy HNDP3 - Submission Version

- KEY:**
- Application Boundary
 - 1.8m Close board fence
 - Post and rail fence
 - Permeable block paving TBC
 - Existing trees with RPA's in red
 - Existing trees to be removed
 - Refuse collection point
 - Bins to be kept in rear gardens

ACCOMMODATION SCHEDULE		
HOUSE TYPE NAME	BEDS	NO. OF UNITS
Palomino	3	2
Palomino A	3	2
Cartagena	4	2
TOTAL		6

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REVISION:
 A 05.11.2021 ISSUED FOR PLANNING



PROJECT:
 Land off Church Street, Hargrave

CLIENT:
 Bastion Group

DRAWING SHEET:
 Site Layout

DRAWING NUMBER & REVISION:
 V41000-001A

DATE
 Oct 2021

SCALE
 1:500@A3

Status
 PLANNING



Appendix 5

A Quick Exit



Bike Butler

If you're always on your bike, try a space saving bike mount that is easy to grab and go – the Bike Butler. A single attachment location on your seat post makes for a quick exit.