



TRANSPORT STATEMENT
of
HIGHFIELD FARM
GRINGLEY ROAD
WALKERINGHAM

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Prepared by

CS Surveying & Architectural Design Limited
Registered Office: 1 Clock Court,
Campbell Way,
Dinnington,
Sheffield,
S25 3QD

Tel: 01909 518385
Fax: 01909 518585
Email: info@cssurveying.com
web : www.cssurveying.com

Company Registration No. 5029993
VAT Reg.No 865 3716 00



**CS Surveying &
Architectural Design Ltd**
Chartered Architects and Chartered Surveyors
of the Year 2020 Yorkshire



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1. PURPOSE

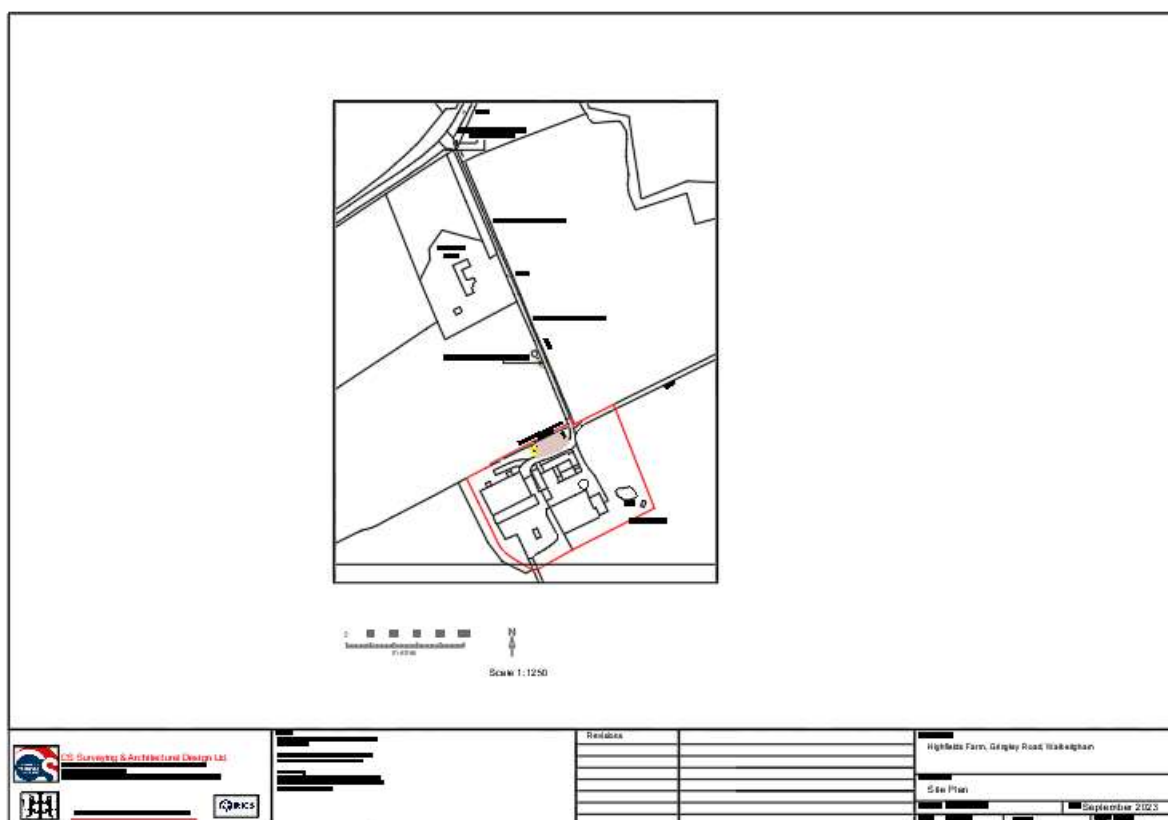
1.1 The purpose of this transport plan is to identify highway related considerations which have been taken into account with the planning application submitted for change of use at Highfields Farm, Gringley Road, Walkeringham.

2. SITE CONTEXT AND LOCAL HIGHWAY NETWORK

SITE LOCATION

2.1 The site is located at Highfields Farm, Gringley Road, Walkeringham, DN10 4NB. It is surrounded by agricultural fields, except for one property to the North. The location of the site in the context of the surrounding area is shown on Figure 1.

FIGURE 1 – SITE LOCATION PLAN



2.2 Walkeringham is a village in North Nottinghamshire, located within Bassetlaw District. It lies in the north eastern part of the District, about 0.6 miles (1 km) south of Misterton and 1.20 miles (2 km) north of Beckingham. The parish abuts Gringley-on-the-Hill Parish, to the west, and to the east lies the River Trent, which forms a natural boundary between Bassetlaw District and West Lindsey District, in Lincolnshire.

2.3 The access to the site is from the B1403 leading to Fountain Hill which is a National Speed (60mph) road. The road is a rural country B road with no streetlighting and no pedestrian footpaths within 1km of the site entrance.

3. ACCESSIBILITY

3.1 WALKING

There are no consistent safe pedestrian pavements or footpaths leading to the site either from the village of Walkeringham or Gringley on the Hill and as such, the promotion of walking as a means of site access will be discouraged as this would create an unnecessary risk to pedestrian safety.

The business use of the proposed buildings would not promote pedestrian access due to the remote location and pedestrians would simply not visit the site. Proposed staff will travel by private cars or cycles with no pedestrian traffic to the site.

This can be seen in the photographs below:-



4. FOOTWAY PROVISION

4.1 There are no plans for footway provision to the site up the access drive as there are no consistent safe pedestrian footpaths to or from the site and access is always via vehicles.

The driveway access can be seen in the photograph below;-



5. PUBLIC TRANSPORT

Bus

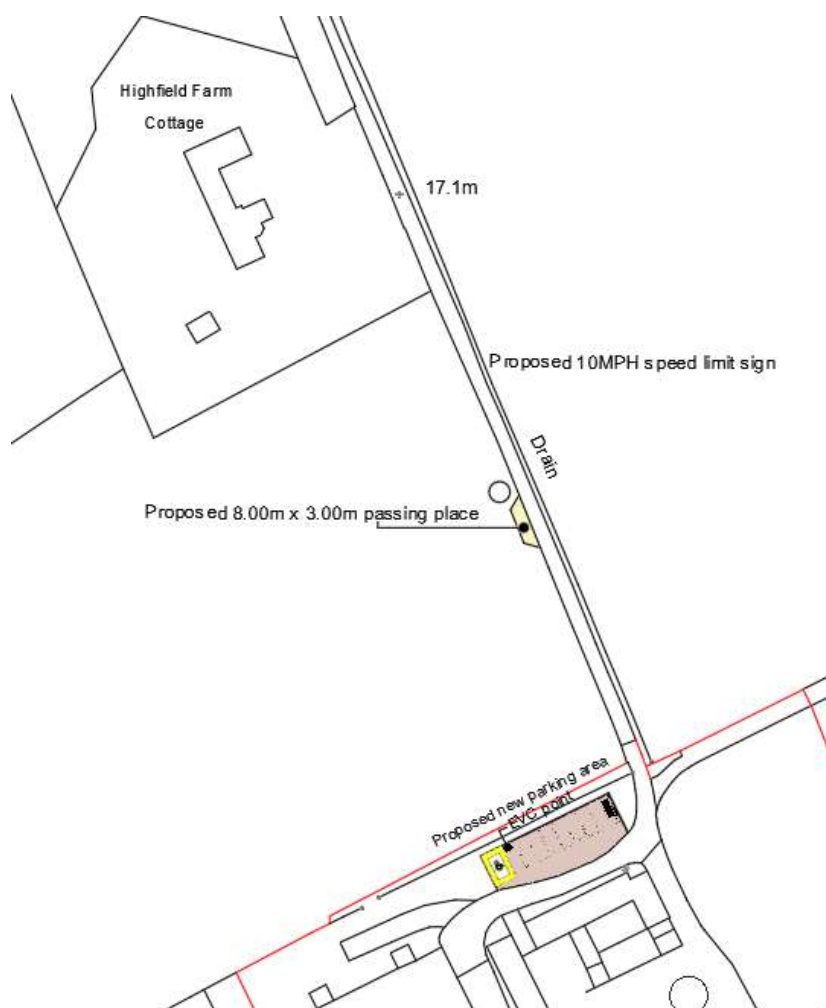
5.1 The closest bus stop to the site is the 'Fountain Hill Road' northbound bus stop located approximately 1500 metres north of the site on Fountain Hill Road. The bus stop consists of a flag and pole as well as timetable information. Buses on this route primarily give access to surrounding villages and to the towns of Gainsborough and Retford.

RAIL

5.2 The closest railway station to the site is Gainsborough Central which is located approximately 4.3 miles from the site. Gainsborough Central Station offers 38 car parking spaces with 2 accessible spaces and 18 cycle storage spaces. Gainsborough Central Station is located on the Brigg branch of the Sheffield to Lincoln line.

6. VEHICLE ACCESS

6.1 Vehicle access to the site is via an unadopted driveway of 3.5m width with grass verge to both sides. A vehicle passing point of 8m x 3m is proposed to be created at mid point for passing vehicles as shown in the plan below:-



7 DELIVERIES AND COLLECTIONS

7.1 Deliveries to the site will be approximately 5 deliveries per week with deliveries made by van only with no HGV vehicles accessing the site.

7.2 Collections will be daily at 12.00noon by Royal Mail business collection as existing arrangement and no proposed increase is anticipated to the number of Royal Mail vehicle collections.

8 STAFF ACCESS AND PARKING

8.1 The proposed change of use will see 8 staff members gaining vehicle access to and from the site on a daily basis Monday to Friday with operating hours being 8am to 5pm.

8.2 A separated new parking area is to be created on site to include a permeable hardstanding with a single disabled parking space and cycle parking.

9 SUSTAINABLE TRANSPORT

9.1 The Company operates an existing car sharing scheme which will be continued and promoted amongst employees and car sharing will be promoted as part of the sustainability principles of the company.

9.2 Cycle parking spaces are to be created on site and cycle use will be promoted amongst staff where possible, however, consideration has to be given that the site is a remote rural location.

9.3 An Electric Vehicle Charging point is to be created on site and electric vehicle usage will be promoted amongst employees and visitors where possible.

10 LIGHTING

10.1 The existing driveway access is not illuminated and provision is to be made for low scale illumination of the driveway with the use of low height lighting columns/solar lighting to create a low and sympathetic light level to the driveway for darker afternoons during winter months while being observant of the open countryside location and setting close to a heritage asset.

CONCLUSION

Section 9 of the NPPF National Planning Policy Framework states at paragraph 111 that :-

“111. 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.”

The proposed development will make use of existing access, maintain limited vehicle delivery and collections and will promote car sharing and safe access to and from the site.

While cycle use will be promoted, due to lack of pedestrian highway access, walking access to the site will be discouraged as this could result in a risk to pedestrians using the adopted highway which is devoid of any safe pedestrian facilities in the immediate area to the site.

The proposal will have no detrimental impact on highway safety and care and consideration has gone into the proposals to promote sustainable transport and maintain high level of highway safety on the site.