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Transport Statement (Short)

Project: Forest Road, Bream Date: 2 November 2023
Reference: 2128ATS01C

1 Introduction

- 1.1.1 Helix Transport Consultants Ltd are appointed to provide a short Transport Statement in support of the proposed development of 1 new house on land off Jubilee Lane, off Forest Road in Bream.
- 1.1.2 The site is currently used for the small-scale production of fruit and vegetables and, as such, is regularly attended to, particularly in the peak growing and harvesting season.
- 1.1.3 The following statement focuses on means of access as this is taken to be the most significant issue for a development of this scale.
- 1.1.4 To further support this application, reference is made to planning application P1809/20/FUL which proposed the use of nearby land for:
Use of land for equestrian business purposes (i.e. horse breeding business and farriery business), the erection of an equestrian building (incorporating 6 stables, 4 foaling boxes, a feed store and a tack / treatment store) and the provision of a temporary mobile home to be occupied by the operators of the equestrian business.
- 1.1.5 The above referenced proposal is for land located around 40m from the application site, which is also accessed of Jubilee Lane.
- 1.1.6 By comparison, the proposed development of a single dwelling can be expected to generate substantially less demand for travel than the proposed business described above.
- 1.1.7 In their consideration of planning application P1809/20/FUL and having taken on board the comments made by the public, the highway authority concludes:
The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable impact on Highway Safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.
- 1.1.8 P1809/20/FUL was refused at appeal on the 5th September 2022; nevertheless, neither highway safety nor congestion were considered to be contentious issues at the appeal. Indeed, the Inspector's report notes the lack of objection from the highway authority. Given this, while the principle of P1809/20/FUL was refused (on grounds of planning policy

and amenity impacts on neighbours), the conclusion that Jubilee Lane can safely accommodate traffic from small scale development remains uncontested.

1.1.9 The location of the site is shown below:



Image from Google

2 Site Description & Accessibility

2.1.1 The site takes access from Jubilee Lane via an existing 3.65m wide gateway; see below:



View of Jubilee Lane to the south of the existing site access

2.1.2 Jubilee Lane is generally a single-track lane with a broken / loose surface. Near to the site, the lane is around 2.5m wide and appears to be constructed from a Hoggin type material.



View of Jubilee Lane to the south of the existing site access

2.1.3 The road widens somewhat on the bend at site P1809/20/FUL to 3.8m. there is evidence of a runover area 0.5m wide. This additional width would allow vehicles to pass one another. In this area, the lane appears to comprise of a badly rutted and broken asphalt surface.



View of Jubilee Lane adjacent to the site P1809/20/FUL

- 2.1.4 Between Forest Road and site P1809/20/FUL, Jubilee Lane is around 2.7m wide, with a 1.1m wide verge on the southern site. The surface is worn broken, similar to that shown in the image above.
- 2.1.5 On-site observations indicate that vehicles travel along Jubilee Lane slowly; particularly around the sharp bend outside Rose Cottage. Traffic associated with just one dwelling, to the south, would have reason to drive past the application site.
- 2.1.6 Jubilee Lane and Forest Road have no separate footways. This is the case for most of the roads in Bream, away from High Street. Observations suggest the combination of light traffic flows, low traffic speeds and wide verges on which to take refuge, mean that pedestrians have little difficulty navigating around Bream.
- 2.1.7 Following the local road network, the site lies between around 550m and 1Km from the local services / amenities. These include: a post office, a local convenience store, sports clubs, restaurants, public houses, takeaways, a pharmacy, a school and a Doctor's surgery.
- 2.1.8 The nearest bus stops to the site are located 700m away on High Street. While this distance is outside the recommended maximum distance of 400m, a 700m walk is readily achievable to most people within 10 minutes.
- 2.1.9 The following provides details of the available bus service.

Bus Services, Routes and Frequencies.

Route No	Description	Frequency		
		Weekday	Sat	Sun
23	Coleford - Lydney - Gloucester	1/hr	1/hr	1 every 2 hrs
777	Lydney - Naas Lane - Lydney - Rail Station - Bream - Parkend - Milkwall	1/day		
786	Parkend - Bream - Lydney - Gloucester	1/day		
787	St Briavels - Bream - Yorkley - Blakeney - Gloucester	1/day		

- 2.1.10 Service 23 offers Bream residents a regular daily service. Buses start early in the morning and continue until late in the evening. This means that there is a viable non-car commuting option available to the county's principal city. This is considered to indicate a high level of public transport accessibility, when taken in the context of Bream's rural nature.
- 2.1.11 The overall conclusion is that the site offers good opportunities for travel by alternatives to the private car.

3 Access / Parking Layout

- 3.1.1 The proposed dwelling will take access from Jubilee Lane in a similar position to the existing gated access.
- 3.1.2 As indicated on the attached drawing 2028DWG01, the proposals are based on providing frontage parking for two cars.

4 Visibility

- 4.1.1 Drawing 2128DWG01 shows the achievable visibility from the proposed site access. This is based on topographical survey data.
- 4.1.2 As indicated on drawing 2128DWG01, the achievable visibility is 24m in both directions, to the nearer edge of the road surface, from a point 2.4m back from the effective give-way line.
- 4.1.3 According to the guidance contained in the Manual for Streets document, a visibility splay of 24m is sufficient for approach speeds of 19mph. Based on on-site observations, this level of visibility is considered to be more than adequate for the conditions.
- 4.1.4 Further consideration has been given to the tight 90-degree bend outside Rose Cottage. Limited forward visibility means that drivers round this corner very slowly. By the time the full view of Jubilee Lane, up to Forest Road, is revealed, drivers benefit from additional road width, adjacent to application site P1809/20/FUL, which is sufficient for an inbound vehicle to pass an outbound vehicle. This is demonstrated on the attached drawing 2128DWG01. This arrangement effectively operates as a passing bay and ensures that the need for potentially unsafe reversing is avoided.

5 Trip Generation & Impact of Development

- 5.1.1 The following table provides an assessment of the likely vehicle trips associated with the redeveloped site:

Typical Weekday Trip Generation for Housing

Period	Vehicles		
	Trip Rate / Dwelling		
	Arr	Dep	Total
AM Peak (0800-0900)	0.4	0.2	0.6
PM Peak (1700-1800)	0.2	0.4	0.6
Daily (0000-2400)	2.5	2.5	5.0

- 5.1.2 In practical terms, typical residential vehicle trip generation rates indicate that trips tend to peak at one vehicle movement every 2-3 hours. Given this, the impact on the operation of the existing highway network is assessed to be negligible.

6 Parking

- 6.1.1 The Forest of Dean do not appear to have adopted parking standards.
- 6.1.2 In the absence of any local adopted policy, the Manual for Gloucestershire Streets (MfGS) is considered to offer the most relevant guidance.
- 6.1.3 The latest Manual for Gloucestershire Streets residential car parking guidance is contained in their Addendum document dated October 2021. This provides the following recommendations.

Number of Bedrooms	Minimum External Car Parking Spaces
1-2 Bedroom Units	1 Car Parking Space
3-4 Bedroom Units	2 Car Parking Spaces
5 Bedroom Units	3 Car Parking Spaces
6 + Bedroom Units	Subject to Discussion with Highway Authority

Extract from GCC Manual for Gloucestershire Streets (July 2020) Addendum – October 2021

- 6.1.4 The proposed development, which comprise of a 2-bed dwelling, will accommodate two parking spaces. This proposed level of parking, therefore, meets the minimum quantity recommended for a development of this scale while providing additional parking for a visitor.
- 6.1.5 In line with the MfGS recommendation, the proposed parking quantity excludes garaged parking. Each parking space is based on a standard 2.4m x 4.8m dimension with an additional 0.9m space for circulation.
- 6.1.6 The dwelling will have a charging point for electric cars.
- 6.1.7 The dwelling will have sufficient private space to accommodate at least 2 bicycles in a secure and sheltered location. This is expected to be achieved by means of a garden shed.

7 Servicing

- 7.1.1 Bins associated with the application site will be collected in the same way as those for the adjacent residential properties. There will be no need to accommodate refuse vehicles within the site.

8 Conclusion

- 8.1.1 The site benefits from non-car access opportunities to a range of local services as well as to a regular bus service for trips further afield.
- 8.1.2 Jubilee Lane is narrow, with limited forward visibility and a broken surface. As a result, vehicle travel slowly. While these conditions may be far from ideal, they are considered adequate to accommodate additional small-scale development. The conclusion is supported by the highway authority's comments in relation to the nearby application for an equestrian centre just 40m from the application site. This equestrian centre, which would

have added significantly more vehicle movements to Jubilee lane than a single dwelling, drew the following conclusion from the highway authority:

there would not be an unacceptable impact on Highway Safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.

8.1.3 This report considers the same conclusion applies to the application site.