

STROUD DRAFT LOCAL PLAN – PROPOSED ALLOCATION TRANPORT REPRESENTATIONS

January 2020

#### **DRAFT LOCAL PLAN – PROPOSED ALLOCATION**

21/01/2020

Prepared for

#### Prepared by

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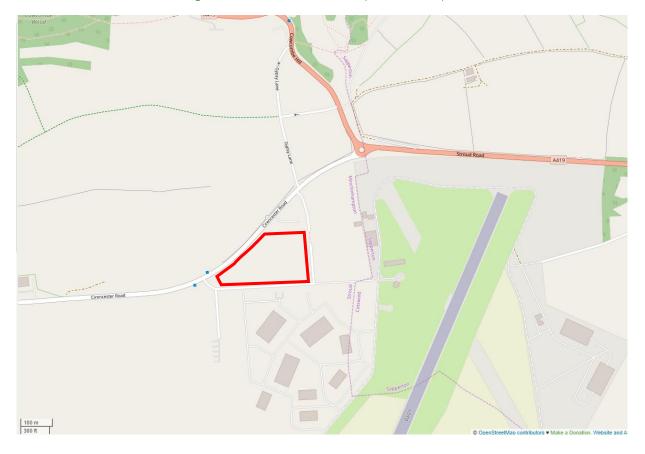
#### 1. INTRODUCTION

#### 1.1. Background

- 1.1.1. Ridge & Partners LLP has been commissioned by **Partners** to provide transport planning consultancy services to support a proposed allocation on land adjacent Aston Down business park. This Site is not a proposed allocation in the Draft Local Plan (2019) but is presented as a logical extension to the existing business park to the south.
- 1.1.2. This Transport Representation should be read in conjunction with the Planning Representation also prepared by Ridge & Partners LLP.

#### 1.2. Site Location

- 1.2.1. The Site is located to the south of Cirencester Road and to the north of the main access / Airfield Road into the Aston Down site from Cirencester Road. The Site sits in a triangle of land on the edge of the wider historic airfield site. It offers the opportunity for gateway development supporting the existing business park and employment uses already at Aston Down.
- 1.2.2. To the north the Site is bound by existing properties, to the east by the original alignment of Gypsy Lane to the Cirencester Road, to the south by the main access road (Airfield Road) into Aston Down airfield and to the west by Cirencester Road. The location of the site is illustrated below in Figure 1.





#### 1.3. Report Structure

- 1.3.1. This Transport Representations Report prepared for the Site, considers the following:
  - Chapter 2 provides a summary of the relevant policies from the NPPF (2019), Gloucestershire Local Transport Plan 4 (2015-2031) and Stroud District Council Local Plan (November 2015) in relation to the proposed re-development of the Site;
  - Chapter 3 establishes the existing site context in terms of transport and considers a sustainable access strategy; and
  - Chapter 4 presents a summary and conclusion in support of the site.

#### 2. PLANNING POLICY

2.1.1. This section of the Representations Report considers Transport Planning Policy in relation to the Site.

#### 2.2. National Planning Policy Framework – February 2019

- 2.2.1. The updated National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in February 2019 to replace the NPPF published in March 2012.
- 2.2.2. The document states that Transport issues should be considered from the earliest stages of planmaking and development proposals so that the potential impacts of development on transport networks can be addressed;
  - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
  - Opportunities to promote walking, cycling and public transport use are identified and pursued;
  - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
  - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 2.2.3. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 2.2.4. At a more detailed level, the NPPF states that developments should be located and designed in order to:
  - Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
  - Address the needs of people with disabilities and reduced mobility;
  - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.
- 2.2.5. A key tool to assist in facilitating all of the above will be through the provision of a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

#### 2.3. Gloucestershire Local Transport Plan 4, 2015-2031

2.3.1. The Council's Local Transport Plan 4 (LTP) was formally adopted by the Council in 2016 and updated in 2017 to including the emerging work on the Joint Core Strategy. At the time of writing a review is underway to update LTP for a period up to 2041 and include recently produced Local Cycling and Walking Infrastructure Plans.

- 2.3.2. The current LTP (4) sets a plan for future transport of the county while supporting growth and economic viability while encouraging sustainable modes and a reduction in emissions. It is recognised that Gloucestershire is a geographical patchwork of travel corridors each with distinctive transport opportunities and pressures which are addressed through the six Connecting Places Strategies.
- 2.3.3. The main vision of the LTP is to provide: 'A resilient transport network that enables sustainable economic growth by providing door to door travel choices.'
- 2.3.4. The relevant Connecting Places Strategies are CSP5 which covers Stroud at its centre and out along the A419 to Aston Down and CPS4 which covers the South Cotswolds around Cirencester. Within CSP6 most of the proposals focus on Stroud and the immediate vicinity but there are longer term proposals for highway improvements on the eastern section of the A419 towards Cirencester. Within CPS4 the focus is on Cirencester, but with the longer-term aim of improving access between Market Towns and reducing barriers of travel by all modes within and between centres. Within both CPS4 and CPS5 there are proposals to improve bus routes across the county.

#### 2.4. Stroud District Council Local Plan 2015-2031

- 2.4.1. At the time of writing the adopted planning policy for Stroud District Council is the Stroud District Council Local Plan (2015-2031). There is an emerging Local Plan (2020-2040) which is currently open for public consultation. This Transport Representation is being made to the emerging plan but needs to consider the current transport policy within the adopted plan.
- 2.4.2. The Local Plan covers Transport in Chapter 5 Economy and Infrastructure, with more detailed information such as car and cycle parking guidance in the Appendices.
- 2.4.3. One of the strategic objectives of the plan in Chapter 5 is SO4: Transport and Travel which specifies: 'Promoting healthier alternatives to the use of the private car and seeking to reduce CO2 emissions by using new technologies, active travel and / or smarter choices, working towards a more integrated transport system to improve access to local goods and services.'
- 2.4.4. This transport approach aligns with planning policy CP11 to focus new employment development across the district to serve local need with priority to the expansion of existing employment sites. The requirement here is to ensure that the site can be accessed by public transport, bicycles and by foot to ensure that travel to the site is sustainable.
- 2.4.5. The approach to development from a transport perspective is set out further in Core Policy 13, which again focuses on alternatives to the private car, safe and suitable access and suitable site design picking up the core themes of the NPPF.
- 2.4.6. At a district level, promoting transport choice and accessibility is covered in policy El12, which focuses on connecting and improving existing infrastructure and enhancing accessibility. This policy also sets out the requirement at the planning stage for a Transport Assessment and Travel Plan.
- 2.4.7. Car and cycle parking guidance is set out in Appendix 2 of the Local Plan. The car parking standards set out for B classes uses are as follows:

- B1(a) & (b): Up to 1,000m<sup>2</sup>: 1 space per 25m<sup>2</sup> / Over 1,000m<sup>2</sup>: 1 space per 35m<sup>2</sup>
- B1(c) / B2: Up to 5000m<sup>2</sup>: 1 space per 50m<sup>2</sup> / Over 5,000m<sup>2</sup>: 1 space per 35m<sup>2</sup>
- B8: Up to 10,000m<sup>2</sup>: 1 space per 100m<sup>2</sup> / Over 10,000m<sup>2</sup>: 1 space per 200m<sup>2</sup>
- 2.4.8. Cycle parking standards are also set out in Appendix 2, as follows:
  - B1(a) & (b): 1 space per 166m<sup>2</sup>
  - B1(c) / B2: 1 per 330m<sup>2</sup>
  - B8: 1 per 330m<sup>2</sup>

#### 3. EXISTING CONDITIONS AND ACCESS STRATEGY

#### 3.1. Overview

- 3.1.1. As set out above, this Transport Representation considers a brownfield site to the north of the current Aston Down business park between the main Airfield Road and Cirencester Road. This Site was historically part of the wider airfield site and was in MOD use prior to the current uses on site.
- 3.1.2. This section of the representations considers the existing highways network, sustainable travel options for accessing the site and the potential site accesses and access strategy.

#### 3.2. Existing Highway Network

- 3.2.1. The Site is accessed from the existing main airfield and Aston Down business park access road which is subject to a 30mph speed limit.
- 3.2.2. The Airfield Road forms a junction with Cirencester Road to the west of the site. The Cirencester Road is subject to the national speed limit at this location, the priority-controlled T-junction is on the inside of bend with good visibility in both directions and provides safe and suitable access.
- 3.2.3. The Cirencester Road provides a connection to the west to Minchinhampton and to the A46 Bath Road via Culver Hill through Amberley. To the east Cirencester Road becomes the A419 at the junction with Cowcombe Hill. The A419 to the north links to Stroud via Chalford, while to the east the A419 connects to Cirencester before joining with the A417.
- 3.2.4. The site is well connected locally via the Cirencester Road and the A419. Further strategic highway connections are made to the A417 and A419 at Cirencester and south to the M4. The M5 can be accessed to the west of Stroud via the A419.

#### 3.3. Public Transport – Bus

- 3.3.1. The closest bus stops to the Site are immediately adjacent the main airfield access junction on the Cirencester Road within 250 metres of the centre of the proposed allocation Site. These bus stops are unmarked but served by the 128, 861 and 869 local bus services.
- 3.3.2. The 128 service operates a Monday to Friday service between Nailsworth and Cirencester, providing one morning and one evening bus service in each direction. The service is operated by Cotswold Green.
- 3.3.3. The 861 service operates between North Nibley and Cirencester via Dursley, Tetbury and Avening. It provides a Monday to Friday service of one morning and one evening service in each direction. The service is operated by Stagecoach West.
- 3.3.4. The 869 service runs between Paganhill and Cirencester via Stroud, Rodborough Common, Amberley and Minchinhampton. It provides a Monday to Friday service of one morning and one evening service in each direction. This service is operated by Stagecoach West.

3.3.5. The provision of local bus services within walking distance of the Site provides a sustainable travel alternative to the private car for employees or visitors to the Site.

#### 3.4. Public Transport – Train

- 3.4.1. The closest railway station to the proposed allocation site is Stroud Railway Station which is approximately 8.5km by road to the west of the Site.
- 3.4.2. The station is served by Great Western Railway services (Golden Valley Line), between Cheltenham, Gloucester and Swindon. These train services provide regional services with direct services available to London. Connections can also be made for services to Bristol, Birmingham and the south coast.
- 3.4.3. Stroud railway station has secure storage of 20 bicycles and car parking for 150 cars.
- 3.4.4. It should be noted that the Golden Valley Line runs less than 1km from the proposal Site and that the former Chalford Station would have been within 2.5 km of the Site. At the time of writing there are however no proposals to re-open this station to serve the local community.

#### 3.5. Access by Walking

- 3.5.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot. Furthermore, 26% of journeys that are 1.6km to 3.2km long area also undertaken on foot.
- 3.5.2. The National Travel Survey (NTS) (September 2016) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 18 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.5km of their origin. This puts the local bus stops identified on Cirencester Road within easy walking distance of the proposed allocation Site.
- 3.5.3. The NTS also identifies that 80% of all trips under 1.6km are made on foot, 31% for trips that are 1.6 to 3.2km in distance. These proportions are broadly similar to those put forward in the IHT 'Planning for Walking' document thereby verifying the results.
- 3.5.4. It should be noted that existing access road and local highway network do not have footways and that other that the existing business park and airfield close to the south of the proposed allocation there is not much within walking distance to the north of the site other than the bus stops on Cirencester Road.
- 3.5.5. If this Site is allocated, it could provide pedestrian improvements on the northern side of the Airfield Road which would improve pedestrian access to the existing business park, airfield and the bus stops on Cirencester Road.

#### 3.6. Access by Cycling

3.6.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states the majority of cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, the majority of trips by all modes are also short

distances (67% are less than 8km, and 38% are less than 3.2km). The bicycle is therefore a potential mode for many of these trips.

- 3.6.2. The NTS 2016 identifies that cycling is a favourable option for short trips, with the average person willing to cycle for an average time of 24 minutes. Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that cyclists usually want to be able to travel at speeds of 19kph, which is the average speed of a cyclist on a level surface.
- 3.6.3. It is therefore considered that 16kph is an appropriate average travel speed, given time spent negotiating road junctions, traffic etc. while cycling. It is therefore considered that the average person is willing to cycle an average of 6.4km (24 minutes).
- 3.6.4. The NTS 2016 identifies that 79% of all cycle trips are up to 8km in distance, which is broadly similar with the IHT recommendation that 80% of all cycle trips are less than 8km. It is therefore considered that since 6.4km is the average, it is reasonable to consider that some cyclists may cycle up to 8km.
- 3.6.5. 6km from the site would take you to Bisley to the north, to Coates to the east, to Avening to the south, to Minchinhampton and Nailsworth to the west and to the edge of Stroud to the northwest. It is worth noting that Stroud and Woodchester fall within an 8km cycle to the west, so are also accessible by bike for those willing to cycle up to 8km. Therefore, cycling offers the potential to substitute for short car trips locally.
- 3.6.6. In terms of local cycle routes, there are no segregated facilities close to the site and any cyclists would have to cycle on road. However, it is worth noting that National Cycle Route 45 runs to the south of the site at Cherington which provides an alternative route to Nailsworth, Woodchester and Stroud.

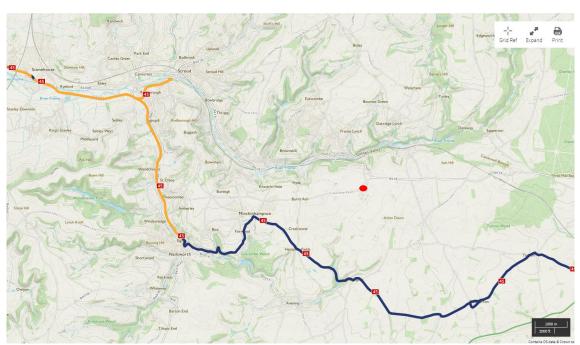


Figure 2: National Cycle Routes (Source: Sustrans).

3.6.7. Figure 2 illustrates the context of the site to the local towns and villages and shows that cycling may be an attractive alternative to short car trips for users of the site who live within 6km to 8km.

#### 3.7. Proposed Access

- 3.7.1. At this stage, it is proposed that access to the site would formalise one of the two existing field gate accesses on the Airfield Road. As detailed above the airfield access road provides a direct access onto the Cirencester Road.
- 3.7.2. Figure 3 below shows the location of the existing access in the context of the site.

Figure 3: Existing Access Locations (Source: Open Street Map)

- 3.7.3. An alternative option would be to provide a new access onto the Cirencester Road. This would be subject to further examination and review of a suitable location in terms of junction spacing against existing accesses and the provision of suitable visibility splays. An initial review indicates that access could be provided within the centre of the site frontage on Cirencester Road.
- 3.7.4. Pedestrian access into the site would be provided from the existing Airfield Road and Cirencester Road. Any proposals for the site would include a new footway to connect to bus stops on Cirencester Road to ensure a safe pedestrian route into the site.

#### 3.8. Parking

3.8.1. Any car and cycle parking provision on the site would comply with the parking standards set out in the Stroud District Local Plan. This would include secure and covered cycle parking and if required electric vehicle charging points.

#### 4. SUMMARY AND CONCLUSION

#### 4.1. Summary

- 4.1.1. Ridge & Partners LLP has been commissioned by Mrs Baylis and Mrs Purkis to provide transport planning consultancy services to support the allocation of the proposal Site at Aston Down for employment use.
- 4.1.2. The allocation of this Site is logical given that it is brownfield and adjacent to an existing local employment site. In terms of transport, it is well connected to the local and strategic highway network, can be provided with safe a suitable access and has access to sustainable travel modes which reduce the reliance on private car trips.
- 4.1.3. Based upon the all relevant policy analysis the proposed allocation Site complies with core policies outlined within the NPPF, Gloucestershire Local Transport Plan and Stroud District Local Plan policies. The allocation and re-development of the Site would promote sustainable development by co-locating employment uses adjacent to an existing employment site which is served public transport.
- 4.1.4. The Site is in a sustainable location, adjacent to existing employment uses. It is located within walking distance of existing bus stops on Cirencester Road which are served by three bus routes serving the local towns and villages.
- 4.1.5. This document has also considered which towns and villages are within a 6km and 8km cycle of the proposed allocation and it is considered that cycling to the Site offers a viable alternative to short distance car trips. Cycle parking and changing facilities would be provided onsite as per local policy requirements.
- 4.1.6. Any development that comes forward on this Site would be supported by a detailed Transport Assessment and Travel Plan to ensure that it is acceptable in transport terms.

#### 4.2. Conclusions

- 4.2.1. Given the review undertaken within this Transport Representation, it is considered that the proposed allocation is in a suitable and sustainable location from a transport perspective. It offers the opportunity to locate further employment locally close to an existing employment site and reuse a brownfield MOD site.
- 4.2.2. The site is accessible by public transport, being served by three local bus services and is within cycling distance of several local towns and villages which means that future employees and visitors have a sustainable alternative to short private car journeys.
- 4.2.3. It is therefore concluded, that in transport terms the allocation and re-development of this Site is acceptable in the context of the NPPF and local planning policy and there is no reason why the site should not be allocated for development.





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