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## **1.0 INTRODUCTION**

- 1.1 David Tucker Associates have been commissioned by Mr Jordan, to provide highways and transport advice and to prepare this access appraisal to support a planning application for a material screening and crushing facility on land at the former PoW Camp, Boddington Road, Byfield. The site layout is attached at **Appendix A**.
- 1.2 This appraisal has been prepared in accordance with the National Planning Policy Framework (NPPF) and national Planning Practice Guidance (PPG), and is structured as follows:
- Chapter 2: National Policy Context;
  - Chapter 3: Existing Conditions;
  - Chapter 4: Development Proposals;
  - Chapter 5: Summary and Conclusions.
- 1.3 This appraisal concludes that proposed development would have no material residual adverse impact on the safe operation of the local highway network and provides an access arrangement in keeping with similar developments in close proximity to the site.

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## 2.0 NATIONAL POLICY CONTEXT

### 2.1 National Guidance - National Planning Policy Framework

2.1.1 In February 2019, the Government published a revised National Planning Policy Framework (NPPF). This report should therefore be read in the context of the new NPPF.

2.1.2 Paragraph 108 of the NPPF sets out considerations that should be applied when looking at allocation and site specific developments. It states:

*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.*

2.1.3 Within this context, the NPPF identifies in Paragraph 109 that applications for development should:

*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.*

## 2.2 National Planning Practice Guidance (March 2014)

2.2.1 The Department for Communities and Local Government (CLG) published the Planning Practice Guidance (PPG), which reinforces the guidance contained in the NPPF.

2.2.2 In particular in para 32 the PPG states:

*“Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).*

*In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authority should take into account the following considerations:*

- *The Transport Assessment and Statement policies (if any) of the Local Plan;*
- *The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities/ strategies (such as promoting walking and cycling);*
- *The cumulative impacts of multiple developments within a particular area; and*
- *Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times).*

2.2.3 The document advocates early consultation with key decision makers at an early stage through pre-application discussions to determine the scope of the technical work required to underpin the associated assessments and travel plans. The key issues it suggests that should be considered are:

- *The planning context of the development proposal;*
- *Appropriate study parameters (i.e. area, scope and duration of study);*
- *Assessment of public transport capacity, walking/ cycling capacity and road network capacity;*
- *Road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;*
- *Measures to promote sustainable travel;*
- *Safety implications of development; and*
- *Mitigation measures – including scope and implementation strategy.*

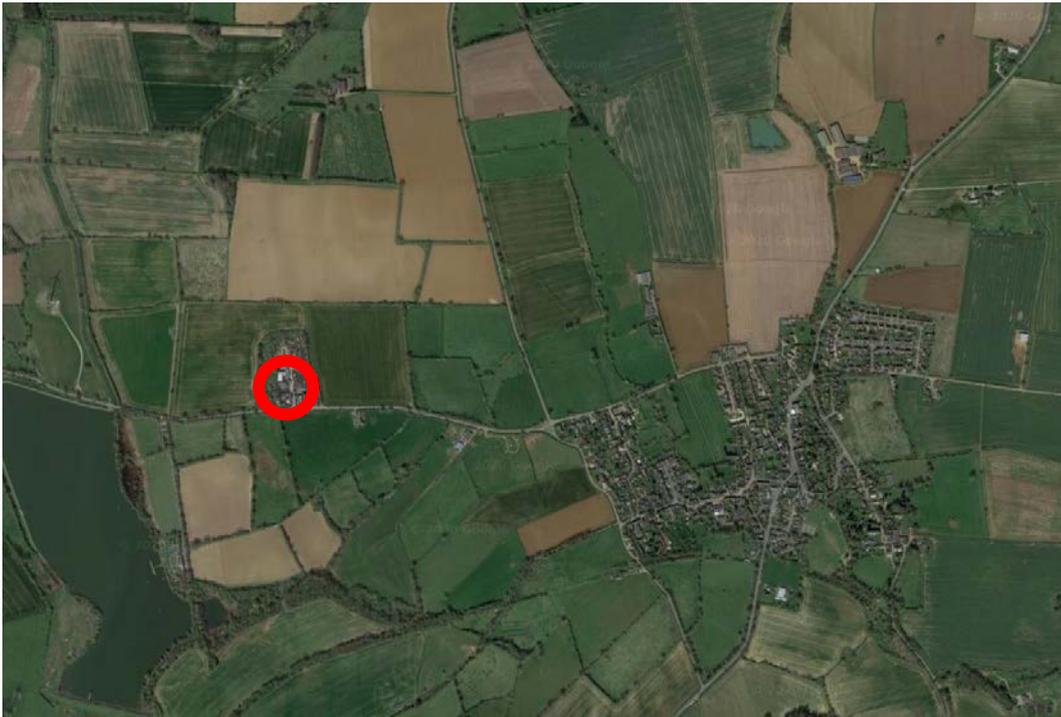
2.2.4 It acknowledges that the scope and level of detail in reports will vary from site to site.

### 3.0 EXISTING CONDITIONS

#### 3.1 Site Location

3.1.1 The site is located to the west of the village of Byfield in Northamptonshire. **Figure 1** below presents the location of the site.

**Figure 1 – Site Location (Google Maps)**



3.1.2 The site is served from the Boddington Road. The site has two access points, one along the central frontage of the site and another that is shared with the adjacent employment use.

3.1.3 Boddington Road currently connects the site to the village of Byfield and the A361 to the east and Boddington and the A423 to the west. To the east Boddington Road connects to the A361 at a double mini-roundabout arrangement. Recorded collision data shows that there has been 1 collision at this location in the last 5 years. The details showed that a cyclist hit the rear of a car causing injury to the rider.

3.1.4 A review of Crashmap.co.uk shows that there have been no recorded collisions within 1km of the site.

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3.1.5 A transport statement was submitted in support of a proposed waste transfer station on land to the rear of the application site. This report contained a traffic count survey of the existing access which is shared along the western side of the site. The results of this survey recorded 166 daily traffic movements of which 96 (58%) were OGV2 which are large HGVs. Therefore, as can be seen there are already a significant number of HGV movements on the local road network accessing the neighbouring employment sites.

### 3.2 **Previous Use**

3.2.1 The site was previously occupied by Island Commercial Vehicles which has now relocated to the west of the site following granting of planning consent DA/2018/1041.

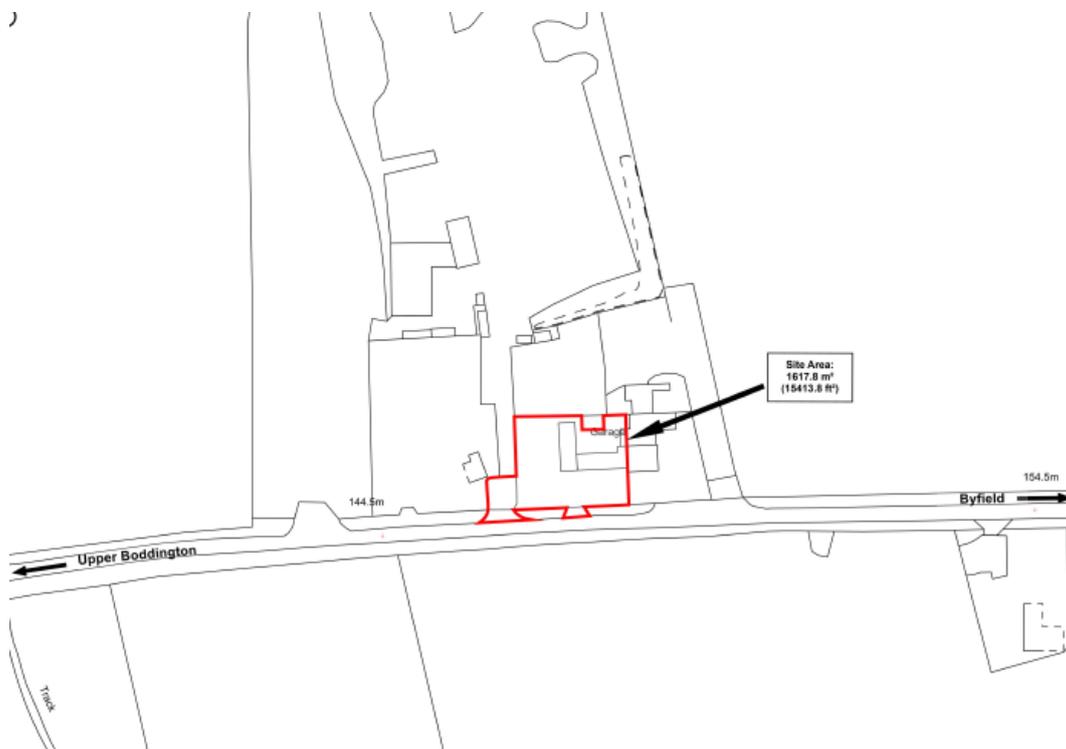
3.2.2 The application contained information relating to the types and number of vehicles movements as well as the various activities undertaken. This set out that there were a number of storage containers on site which were used by the operator and also rented out to third parties. There was one articulated HGV movement per week and one 18T lorry. The containers generated 3 van movements per day with a total of 30 movements per day which included cars, vans and the occasional tractor.

## 4.0 DEVELOPMENT PROPOSALS

### 4.1 Proposed Development

- 4.1.1 The development proposes to install material crushing and screening plant on site. There will be small offices for staff and the remaining yard area will be levelled to enable easy access for associated vehicles depositing and collecting material.
- 4.1.2 The site is accessed at two points. The central access point provides access directly into the site with the western access being shared with the adjacent employment uses.

**Figure 2** – Site Location Red Line and points of access



- 4.1.3 These access points are highlighted on the photo in **figure 3** below with **figure 4** showing the access onto the shared driveway.

Figure 3 – Existing site frontage



Figure 4 - Western access onto shared drive



4.1.4 The central access will be used by staff to access a small car parking area in the eastern section of the site to the front of the building as shown on **figure 5** below. At present it is proposed to use this as an ‘in’ for the commercial vehicles with the ‘out’ being via the shared access.

Figure 5 - Proposed area to be used for staff car parking



- 4.1.5 The applicant proposes to have two members of staff on site at times during the week, however, they will not be on site every day of the week.
- 4.1.6 There will be no articulated vehicles associated with the operation of the site with the typical vehicle being a rigid vehicle as shown in **figure 6** below.

Figure 6 - Typical HGV



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- 4.1.7 The applicant has confirmed that there will be a maximum of 6 HGVs visiting the site during the day. However, for most of the year this would be on average 3-4. All drivers will be able to access the site during the day at times even when the office staff are not present.
- 4.1.8 The applicant currently delivers material to another site in Napton as well as other facilities in neighbouring authority areas.
- 4.1.9 The applicant is currently undertaking work with HS2 as well as other typical other construction projects nearby, therefore, they estimate that at present there are already 3-4 HGV movements a day through Byfield and surrounding villages.
- 4.1.10 This facility will reduce the travelling distance for the applicant as they will be able to sort material at the site for re-use / distribution to sites in the vicinity.
- 4.1.11 As can be seen the wider employment area generates a significant number of HGV movements per day (para 3.1.5). The previous use on site was stated to generate 30 vehicle movements per day.
- 4.1.12 The proposed development would generate a maximum of 12 daily HGV movements (6 in and 6 out) as well as 4 car trips (2 in and 2 out). There may be the occasional visitor to the site which given the adhoc nature of these movements, would not affect the conclusions of this report.
- 4.1.13 As can be seen, once the proposed development is operational it would result in less total daily vehicle movements to and from the site compared to the previous use and would be significantly lower than the current traffic movements to the adjacent sites.
- 4.1.14 The proposed 6 HGVs that may visit the site would not materially affect the operation of the local highway network and would certainly not result in any detriment to highway safety or capacity.

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## **5.0 SUMMARY & CONCLUSIONS**

- 5.1 This appraisal has reviewed the potential impact of a proposed new material crushing and screening operation on land off Boddington Road, Byfield.
- 5.2 The site is in an existing employment area surrounding by existing uses comparable to proposals. The local road network has an excellent highway safety record.
- 5.3 The site was previously occupied by a commercial operation which attracted various, car, van and HGV movements throughout the day and the week.
- 5.4 The neighbouring uses generation c100 HGV movements per day, therefore, the potential number of HGV movements associated to the development would have an indiscernible effect on the local and wider highway network. This is particularly true given a number of the HGV movement are already taking place in the local area.
- 5.5 Overall, it has been demonstrated that the residual cumulative impact of the proposed development cannot be considered severe in accordance with relevant policies of the Framework.

**Appendix A**  
Site Layout