

PA/2023/1124 - Keepmoat

Highwaydevelopment

Tue 03/10/2023 09:31

Morning Ed,

We have reviewed the information in support of PA/2023/1124 and also revisited the original outline planning permission (PA/2015/0396), which was for the development of up to 2,500 new homes and other associated facilities and our comments are as follows.

Outline application (PA/2023/0396)

As you are aware, there is a S106 agreement attached to PA/2015/0396 for the following highways contributions:

- £518,000 for improvements to Asda roundabout
- £1m for footway/cycleway improvements along Burringham Road.

The following conditions were also applied:

- Condition 35 – prior to the occupation of the 601st dwelling approved under PA/2015/0396 a comprehensive mitigation scheme covering works to the existing Burringham Road/Scotter Road roundabout to mitigate traffic impact generated by the development and provision of enhanced footway/cycleway facilities along Burringham Road shall be submitted to and approved in writing by the LPA.
- Condition 36 – prior to the occupation of the 801st dwelling approved under PA/2015/0396 all highway improvement measures identified in condition 35 shall be completed in accordance with the approved details and shall be operational and accessible to all users.
- Condition 37 – prior to the occupation of the 250th dwelling approved under PA/2015/0396 (served off Burringham Road), works to the M181 southern (terminating) junction roundabout including connection to the existing Burringham Road and associated roundabouts approved under PA/2015/0627, must be constructed and operational and accessible to motor vehicles.

Current application (PA/2023/1124)

As this is a full application, rather than an Approval of Reserved Matters application, I would have expected a full Transport Assessment (TA) (including junction capacity modelling of key junctions, specifically Burringham Road/Scotter Road roundabout) to have been submitted. Whilst junction capacity assessments were undertaken as part of the TA submitted with PA/2015/0396, the base traffic count data used for these is about 10 years old. It would have been good practice to revisit this modelling, with more recent traffic count data. Similarly, whilst the person trip rates have previously been agreed these are also 10 years old and should have been re-visited as part of this application.

Site access

The new application shows two points of access into the site, a t-junction on the eastern side of the site and access from the new roundabout on Burringham Road, although this sits outside of the redline boundary.

The submitted Planning Statement and Transport Assessment (TA) imply that the main site access will be from the roundabout, with the t-junction forming the secondary access. We agree that the roundabout should be the main point of access into the site, however as it sits outside of the redline boundary the completion of the roundabout appears to be outside of the developer's control. No mention is made of the construction timescales for this roundabout or the southern (terminal) junction on the M181. These should be addressed within the TA/Planning Statement. Whilst we can suggest a condition similar to Condition 37 on the original planning application, if the roundabouts are not constructed in time, we need to understand what the

developer's back up plan is to provide the site access roundabout. We would not want to see 599 dwellings served from a single point of access. Discussions other colleagues have had with the developer, appear to imply that they are intending to provide this infrastructure, however this isn't apparent from the supporting information submitted.

Off-site highway improvements

The TA states that *'the number of dwellings proposed does not trigger the need for additional mitigation measures agreed as part of the previous outline planning approval, therefore it is considered that the local highway network has suitable capacity to accommodate vehicle movements generated by the site'*. We acknowledge that the size of the development is under the thresholds set by conditions attached PA/2015/0396, however no consideration is given by the applicant as to whether these thresholds are still appropriate or what measures could be brought forward as part of their development, which would offer betterment. It is also worth bearing in mind that these were based on a much larger residential development, on which the developer should already have provided the southern (terminal) junction on the M181 and ancillary infrastructure. As this is a full application, rather than Approval of Reserved Matters, we would have expected the provision of off-site highway to be considered in more detail and backed up (or not) by more recent junction modelling.

The TA does not consider whether the speed limit along Burringham Road should be amended as part of the proposals, or whether the street lighting needs to be extended. Both currently terminate in the vicinity of the site access and needs to be looked at.

Active/sustainable travel modes

Whilst it is approximately 1km from the proposed t-junction to Asda, the majority of other facilities are further afield and therefore car is likely to be the main form of transport to access them. No real consideration has been given to robust measures on how active/sustainable travel to and from the development site will be encouraged. We notice that Active Travel England (ATE) have responded to the application and requested further information and we are interested to see the developer's response to the points raised by ATE. The TA states that the existing bus stops on Burringham Road are within a 900m walk of the site. I would have expected discussions to have taken place with the council's Public Transport Team as to how the site could be best served by public transport and what additional infrastructure and services needed to have been provided as an integral part of the development.

S106 contributions

Given the size of the development, it is our opinion that we should be seeking some level of contribution towards off-site highway improvements. Our preference would be a commitment to construct the new roundabout at the primary site access and connections to the southern (terminal) junction, which could then be secured by condition.

Summary

We appreciate that this site is a key site for the council, however the successful delivery of this planning application is too dependent upon off-site highway improvements which have planning permission, but will be implemented by others. There appears to be no commitment from this developer to contribute to any of these. The timescales and indeed commitment to delivering these other vital infrastructure improvements is currently unknown, but this is crucial to the successful delivery of this application. Failure to deliver them, mean that it is likely that we will end up in a situation where we have 599 dwellings accessed from a t-junction on Burringham Road, with no off-site highway improvements, and the council potentially having to pay for the required highway works (roundabouts, Burringham Road and Asda roundabout improvements) to ensure that the highway continues to function efficiently. Whilst there is the potential for future developments to fund some the works, it is likely that that viability will be an issue and it will still fall to the council to fund the works.

Kind regards

Louisa Simpson

Highway Development Control

Environment and Economy

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