



## Northamptonshire County Council

Helen Hartley  
Amstrong Rigg Planning  
The Exchange  
Colworth Science Park  
Sharnbrook  
Bedford  
MK44 1LQ

Please ask for: Esme Cushing  
Tel: 01604 364475  
Our ref:  
Your ref:  
Date: 6 May 2014

Dear Helen,

### **Irchester Neighbourhood Plan – assessment of broad areas for development**

Further to your email of 19<sup>th</sup> March 2014, please find attached my initial comments from a highways perspective with regards to the sites in the three possible zones for future development in Irchester to feed into your sustainability assessment.

As you are aware, sites IR16/IR3/IR12 are currently subject to a planning appeal and highway implications of development of these sites have been assessed as part of this process. As such, I have deemed it inappropriate to comment on these sites as part of this assessment.

As you will appreciate, at this stage, with relatively few details available with regards to the proposed sites, I have taken a very broad, strategic view and made comments in relation to highway access and likely impacts on the local highway network. I have also made comments where appropriate on footways and public rights of way.

My comments are purely observations at this stage, based on the information available and once further detail becomes available would be subject to a Transport Assessment being carried out, as appropriate.

To assist with your sustainability work I have used the same trip rates that were agreed for the Barwoods site to allow for easy comparison, assuming an average figure of 30 dwellings per hectare.

I trust that the attached will prove helpful in your continued development of the Irchester Neighbourhood Plan, but please do not hesitate to contact me if I can be of any further assistance.

Transport Planning and Development  
Riverside House  
Northampton  
NN1 5NX

w. [www.northamptonshire.gov.uk](http://www.northamptonshire.gov.uk)

t. 01604 364475

f.

e. [ECushing@northamptonshire.gov.uk](mailto:ECushing@northamptonshire.gov.uk)



Northamptonshire  
County Council

Yours sincerely,

*E. Cushing*

Esme Cushing  
Principal Transport Planner

## Northamptonshire County Council Highways

### Assessment of sites/ broad zones put forward for development by Irchester Neighbourhood Plan Group

May 2014

#### Background

The comments below are provided in response to the Irchester Neighbourhood Plan Group request for some initial feedback from a highway perspective on the sites being assessed against sustainability measures, particularly with regards to highway access and the capacity of the local road network to accommodate the additional dwellings.

Please note that sites IR16/IR3/IR12 are currently subject to a planning appeal and highway implications of development of these sites have been assessed as part of this process. As such, it is not considered appropriate to comment on these sites as part of this assessment.

The comments below are provided purely as observations at this stage based on the information provided by the Irchester Neighbourhood Plan Group (Appendix A).

A desk-top study assessment of each of the sites in relation to vehicular access has been undertaken based on the following matrix below.

<b>Vehicular Access Matrix</b>	<b>Score</b>
There is already sufficient access to the site which would require minimal alteration	1
Access can be provided with minimal infrastructure	2
Access is constrained but mitigation should be possible	3
Access is very challenging and may preclude development	4

In order to aid the Steering Group in gaining an appreciation of the likely impact on the highway network of each site I have also provided an estimation of the vehicular trips generated by each site. The same trip rates that were agreed by Northamptonshire County Council for the Land West of High Street Transport Assessment (site IR16) have been used, so that a direct comparison can be made.

The figures are based on an average figure of 30 dwellings a hectare. The exact number of trips generated by each site and the associated highway mitigation required would be identified through a Transport Assessment as appropriate.

At this stage, no assessment of the cumulative impact of a number of sites coming forward has been undertaken.

### **Sites to the North East of Irchester**

#### **Site IR1**

This site is approximately 1.32 hectares. If the site was identified for housing based on 30 dwellings a hectare it could accommodate in the region of 40 dwellings.

#### *Access*

Score	Comment
1	There is already an access point off High Street into this site (current land use is industrial), which would require minimal alteration. However, the existing access to the site is positioned opposite to St Katherine's Way, junction spacing therefore would require careful consideration.

#### *Impact on local highway network*

The approximate number of forecast trips (based on the same trip rate as that agreed for use at the Land to the West of High Street site) is shown below.

Site	Vehicular trip rate generation for site					
	AM Peak (8-9am)			PM Peak (5-6pm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
IR1	8	27	34	19	11	29

The change of use to housing would intensify use compared to the existing industrial use; however it is likely that the net change in additional trips onto the local highway network would be relatively low.

#### **Site IR6**

This site is approximately 4.22 hectares. If the site was identified for housing based on 30 dwellings a hectare it could accommodate in the region of 127 dwellings.

#### Access

Score	Comment
2	Access is achievable off Station Road, possibly via means of a mini-roundabout. This would have to be carefully considered in light of junction spacing in relation to Arkwright Road.

#### Impact on local highway network

The approximate number of forecast trips (based on the same trip rate as that agreed for use at the Land to the West of High Street site) is shown below.

Site	Vehicular trip rate generation for site					
	AM Peak (8-9am)			PM Peak (5-6pm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
IR6	24	86	110	59	34	94

The nearest main junction to this site is High Street/ Station Road, and site IR6 would contribute towards the number of trips passing through it.

High Street/ Station Road was assessed as part of the Land to the west of High Street transport assessment and found to be operating within capacity in the baseline (2010), it was also found that even in the future year (2021) with the development growth proposed at the Land to the West of High Street, it would still operate within capacity, with a RFC of under 0.60 for all arms and not require any capacity improvements.

Junctions are considered to be approaching capacity when the RFC figure is 0.85 or over. It appears that there would be sufficient capacity remaining to accommodate development at this site, even with the Land to the West of High Street coming forward. However, this would need to be tested further as part of a Transport Assessment.

#### Other

There is a Public Right of Way running east-west across the site (TL14) which would need to be retained, and would provide a valuable walking link to Townwell Lane.

## Site IR9

This site is approximately 2.15 hectares. If the site was identified for housing based on 30 dwellings a hectare it could accommodate in the region of 64 dwellings.

### Access

Score	Comment
2	Access is achievable off Station Road, probably via means of a t-junction or mini-roundabout. Again, junction spacing would have to be carefully considered in light of access to Arkwright Road and forward visibility on bend.

### Impact on local highway network

The approximate number of forecast trips (based on the same trip rate as that agreed for use at the Land to the West of High Street site) is shown below.

Site	Vehicular trip rate generation for site					
	AM Peak (8-9am)			PM Peak (5-6pm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
IR9	12	44	56	30	17	48

The nearest main junction to this site is High Street/ Station Road, and site IR6 would contribute towards the number of trips going through it.

High Street/ Station Road was assessed as part of the Land to the west of High Street transport assessment and found to be operating within the baseline (2010), it was also found that even in the future year (2021) with the development growth proposed at the Land to the west of High Street, it would still operate within capacity, with a RFC of under 0.60 for all arms and not require any capacity improvements.

Junctions are considered to be approaching capacity when the RFC figure is 0.85 or over, there would appear to be sufficient capacity remaining to accommodate development at this site, even with the Land to the West of High Street coming forward. However, this would need to be tested further as part of a Transport Assessment.

*Other*

There is a Public Right of Way running to the north of site (TL14) which would need to be retained.

**Sites to the East of Irchester**

**Site IR11/IR13**

Together, these sites are approximately 1.65 hectares. If the sites were identified for housing based on 30 dwellings a hectare they could accommodate in the region of 49 dwellings combined.

*Access*

Score	Comment
4	<p>Access to these two sites is very challenging without allowing development to the east, as the sites are the other sides of cul-de-sacs.</p> <p>If the sites came forward as part of a wider development to the east then an access may be possible off Station Road, however access from Station Road is restricted by visibility as a result of existing railway bridge and bend.</p>

*Impact on local highway network*

The approximate number of forecast trips (based on the same trip rate as that agreed for use at the Land to the West of High Street site) is shown below.

Site	Vehicular trip rate generation for site					
	AM Peak (8-9am)			PM Peak (5-6pm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total

IR11/13	9	33	42	23	13	36
---------	---	----	----	----	----	----

If the area to the rear of IR11/IR13 was developed, the main junction traffic would impact on is High Street/ Station Road.

High Street/ Station Road was assessed as part of the Land to the west of High Street transport assessment and found to be operating within the baseline (2010), it was also found that even in the future year (2021) with the development growth proposed at the Land to the west of High Street, it would still operate within capacity, with a RFC of under 0.60 for all arms and not require any capacity improvements.

Junctions are considered to be approaching capacity when the RFC figure is 0.85 or over, there would appear to be sufficient capacity remaining to accommodate development at this site, even with the Land to the West of High Street coming forward. However, this would need to be tested further as part of a Transport Assessment.

#### Site IR14

This site is 1.10 hectares. If the site was identified for housing based on 30 dwellings a hectare it could accommodate in the region of 33 dwellings.

#### Access

Score	Comment
2	Access to this site may be acceptable off Austin Close (currently a cul-de-sac) with relatively minimal infrastructure, subject to assessment.

#### Impact on local highway network

The approximate number of forecast trips (based on the same trip rate as that agreed for use at the Land to the West of High Street site) is shown overleaf.

Site	Vehicular trip rate generation for site					
	AM Peak (8-9am)			PM Peak (5-6pm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
IR14	6	22	28	16	9	23

As with all the sites on to the east of Irchester, the main junction traffic would impact on is High Street/ Station Road.

High Street/ Station Road was assessed as part of the Land to the west of High Street transport assessment and found to be operating within the baseline (2010), it was also found that even in the future year (2021) with the development growth proposed at the Land to the west of High Street, it would still operate within capacity, with a RFC of under 0.60 for all arms and not require any capacity improvements.

Junctions are considered to be approaching capacity when the RFC figure is 0.85 or over, there would appear to be sufficient capacity remaining to accommodate development at this site, even with the Land to the West of High Street coming forward. However, this would need to be tested further as part of a Transport Assessment.

**Sites to the South of Irchester**

**Site IR7**

This site is 7.05 hectares. If the site was identified for housing based on 30 dwellings a hectare it could accommodate in the region of 212 dwellings.

*Access*

Score	Comment
3	Access is possible off Farndish Road, however the carriageway is very narrow (single-track) and would require some localised widening and there appears to be sufficient verge width to accommodate this. Providing an access here may impact on the village centre and Farndish Road – some form of relief road may be required from Wollaston Road.

*Impact on local highway network*

The approximate number of forecast trips (based on the same trip rate as that agreed for use at the Land to the West of High Street site) is shown below.

Vehicular trip rate generation for site	
AM Peak (8-9am)	PM Peak (5-6pm)

Site	Arrivals	Departures	Total	Arrivals	Departures	Total
IR7	41	143	184	99	57	157

Site IR7 will impact to some extent on the High Street/ Station Road.

High Street/ Station Road was assessed as part of the Land to the west of High Street transport assessment and found to be operating within the baseline (2010), it was also found that even in the future year (2021) with the development growth proposed at the Land to the west of High Street, it would still operate within capacity, with a RFC of under 0.60 for all arms and not require any capacity improvements.

Junctions are considered to be approaching capacity when the RFC figure is 0.85 or over, there would appear to be sufficient capacity remaining to accommodate development at this site, even with the Land to the West of High Street coming forward. However, this would need to be tested further as part of a Transport Assessment.

### Site IR15

This site is 8.31 hectares. If the site was identified for housing based on 30 dwellings a hectare it could accommodate in the region of 249 dwellings.

#### Access

Score	Comment
3	Access is possible off Farndish Road, however the carriageway is very narrow (single-track) and would require some localised widening and there appears to be sufficient verge width to accommodate this. Again, access may be possible from Wollaston Road in a similar way to the Woodlands Road development. Footpath TL17 crosses site.

#### Impact on local highway network

The approximate number of forecast trips (based on the same trip rate as that agreed for use at the Land to the West of High Street site) is shown below.

Site	Vehicular trip rate generation for site					
	AM Peak (8-9am)			PM Peak (5-6pm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total

IR15	48	169	217	117	67	185
------	----	-----	-----	-----	----	-----

Site IR15 will impact to some extent on the High Street/ Station Road.

High Street/ Station Road was assessed as part of the Land to the west of High Street transport assessment and found to be operating within the baseline (2010), it was also found that even in the future year (2021) with the development growth proposed at the Land to the west of High Street, it would still operate within capacity, with a RFC of under 0.60 for all arms and not require any capacity improvements.

Junctions are considered to be approaching capacity when the RFC figure is 0.85 or over, there would appear to be sufficient capacity remaining to accommodate development at this site, even with the Land to the West of High Street coming forward. However, this would need to be tested further as part of a Transport Assessment.

### Site IR5

This site is 8.64 hectares. If the site was identified for housing based on 30 dwellings a hectare it could accommodate in the region of 259 dwellings.

#### Access

Score	Comment
2	An access is achievable off B659 Wollaston Road, with relatively minimal infrastructure. Footway connection to existing community would be required along Wollaston Road.

#### Impact on local highway network

The approximate number of forecast trips (based on the same trip rate as that agreed for use at the Land to the West of High Street site) is shown below.

Site	Vehicular trip rate generation for site					
	AM Peak (8-9am)			PM Peak (5-6pm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
IR5	50	175	225	122	70	192

Site IR5 will impact to some extent on the High Street/ Station Road.

## Sites to the West of Irchester

### Site IR4

This site is 44.68 hectares. If the site was identified for housing based on 30 dwellings a hectare it could accommodate in the region of 1340 dwellings.

#### Access

Score	Comment
3/4	<p>Access to this site appears on first inspection relatively constrained. The first opportunity would be off Gypsy Lane to the north of the site, however this would be subject to a road safety assessment as it is on a 'kink' in the road.</p> <p>The only other existing access points to the site are farm accesses – one of which is off Gypsy Lane to the east of the site. This is currently a single track lane.</p> <p>This land has been worked for ironstone and remediation work may not be viable.</p> <p>Access would require assessment and additional infrastructure.</p>

# Appendix A – Sites assessed

