



FAIRFORD NEIGHBOURHOOD PLAN LAND AT LEIGHFIELD ROAD, FAIRFORD

TRANSPORT STATEMENT

GLEESON STRATEGIC LAND

MARCH 2017



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1. INTRODUCTION

- 1.1. PFA Consulting is instructed by Gleeson Strategic Land to provide this supporting statement in response to the Reg.16 submission version of the Fairford Neighbourhood Plan 2016-2031.
- 1.2. PFA Consulting is a firm of Consulting Engineers specialising, inter alia, in highway, traffic and drainage matters relating to development proposals.
- 1.3. Gleeson Strategic Land has an option arrangement in relation to the land off Leafield Road and supports the submitted document, and, in particular, Policy FNP16.

2. CONSIDERATIONS

Policy FNP16

- 2.1. This policy allocates land off Leafield Road for resident development and educational uses. It goes on to indicate that proposals for up to 80 homes, with land made available on request for education uses, including buildings, car parking, bus drop off and turnaround facilities will be supported.
- 2.2. The site lies on the northern outskirts of the village approximately 1 kilometre from the centre of the village, and is on the eastern side of Leafield Road, with a frontage of approximately 450m onto the road. It lies opposite the main vehicular entrance to Farmor's Secondary School and the village primary school.
- 2.3. Leafield Road is generally about 6.2m wide with footways on both sides as far as the existing limit of housing. Beyond this a footway continues on the western side as far as the vehicular entrance to Farmor's School.
- 2.4. Leafield Road is subject to a 30mph speed limit which commences a short distance to the north of the school access.
- 2.5. Fairford has been identified by Cotswold District Council as a "Key Local Service Centre" which has a significant number of key services. The site lies within walking distance of these key services – in particular the sites proximity to both the primary and secondary school means that "school trips" (*which usually comprise a significant proportion of journeys associated with residential developments*) can be undertaken without giving rise to vehicular traffic generation.
- 2.6. In locational terms therefore the site at Leafield Road is a highly sustainable location for a residential development and clearly, being immediately opposite the schools, the land is in an ideal location to meet any long term expansion needs of the schools.
- 2.7. In terms of potential impact on Leafield Road, a development of up to 80 homes is likely to generate a maximum of about 50 vehicle movements in the peak hour periods, of which almost all will be down Leafield Road towards its junction with Park Street. This will be an average of less than 1 vehicle a minute.

- 2.8. The Transport Appraisal Report prepared in 2016 for Fairford Town Council to assist in the preparation of its Neighbourhood Plan did not identify any specific capacity issues along Leafield Road, although issues with the current arrangements at Farmor's School creating turning traffic were identified. The Report also refers to comments made by the local community regarding restricted visibility at the junction of Leafield Road with Park Street, although the Report concludes that the current layout operates safely. The addition of an average of less than 1 vehicle a minute is unlikely to affect that conclusion.
- 2.9. Policy FNP16 goes on to identify that a key principle of any masterplan for this site is that it should include areas for education uses, including buildings and car parking/school bus drop off-on/ turn around facilities. This area of land is capable of providing such facilities for both the primary school and the secondary school and, as the Transport Appraisal Report identifies, this could provide a convenient turning facility to avoid the need for vehicles to perform "three point turns" on the carriageway of Leafield Road. The developer and the landowner are content to make the appropriate areas of land available for such uses (*and indeed, the other identified uses to meet the long term needs of the two schools*).
- 2.10. The Transport Appraisal Report also refers to the absence of a footway along Leafield Road north of the school access (*which results in those who park on the road having to walk in the road*). The provision of car parking within the allocation will address this concern, but, notwithstanding that, the proposal can provide a footway along the western side of Leafield Road along the allocation frontage (*to connect into the existing footway to the south*) thus further addressing any issues with people walking in the road.
- 2.11. A new pedestrian crossing facility across Leafield Road to the schools will undoubtedly be provided as part of any scheme or schemes delivered pursuant to Policy FNP16 and will thus address a further need identified in the Transport Appraisal Report.

General Traffic Conditions

- 2.12. Policy FNP16 identifies that the layout of the site should safeguard the potential for a vehicular pedestrian and cycle access to connect Leafield Road with Hatherop Road. This would not be a "strategic" road link, but, in the longer term would provide a "local" road facilitating better access (*for not only vehicles, but also pedestrians and cyclists*) from the eastern parts of the town to the two schools at Leafield Road, and thus reducing traffic using the Leafield Road, Mt Pleasant and Lower Croft.
- 2.13. The requirement to provide such a road link does not arise as a direct result of the allocation of the land at Leafield Road for up to 80 homes and expanded school facilities, but is an acknowledgement that there may be the potential to continue to grow the town further in this direction, and, should this occur, it is appropriate that land should be safeguarded for such a link so as not to prejudice future growth. Again, the developer and the landowner are content to safeguard such a potential route.