

## Huntingdonshire Strategic Transport Study

### Development Scenario 6

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### Background

This document sets out the County Councils response to the latest development scenario put forward by Huntingdonshire District Council (HDC) for inclusion in the emerging Local Plan to 2036.

### **INTRODUCTION**

Cambridgeshire County Council (CCC) and HDC jointly commissioned Mott MacDonald Consultant Company (Motts) to undertake transport modelling to support the allocation of potential development sites in the Local Plan to 2036.

The scope of the Huntingdonshire Strategic transport Study was to:

- Identify and test the transport implications of committed development and four potential development scenarios
- Recommend the most sustainable development scenario in transport terms for delivering the 21,000+ homes required
- Highlight where there are opportunities for increasing the usage of sustainable transport modes
- Identify and cost where amended or additional transport infrastructure is required to mitigate the predicted impacts of each potential development scenario
- Form the basis of a district-wide transport strategy that mitigates the transport implications of the chosen development scenario.

### **WORK UNDERTAKEN TO DATE**

Motts made use of the Cambridge Sub Regional Model (CSRM2) for the future year of 2036. CSRM2 is a strategic land use model with a base year of 2015. The base model is based on observed traffic data collected in November 2015 and therefore includes the 2,459 dwellings that were completed between April 2011 and November 2015.

The future Year (2036) used the TEMPRO data base to take into account any developments that had planning permission by November 2015 but were not completed and occupied and

therefore not generating trips at the time the traffic surveys were undertaken. Therefore, the trips associated with these development are included in the traffic flows for 2036.

The number of dwellings affected by this issue are:

- 539 dwellings which were under construction as of November 2015, and
- 555 dwellings with outstanding planning permission but not commenced as of November 2015.

The planned growth for Huntingdonshire assumed by TEMPRO between 2015 and 2036 was allocated to the specific sites listed in the core scenario and included in all the modelling assessments undertaken.

The core scenario includes 13,166 new dwellings and tests what the traffic flows could look like in 2036 with these sites, including committed development. This scenario is the baseline against which the four development scenarios are compared. Full details of the sites included in the core scenario can be found in Appendix A of the Huntingdonshire Strategic Transport Strategy Development Scenario Comparative Assessment report Revision D dated 12 May 2017.

The specific numbers and sites for each development scenario were then added to the core scenario base for testing. The specific development scenarios tested were as follows;

- **Development Scenario 1 – This scenario includes:**
  - Full build-out of Wyton Airfield (4,550 new dwellings)
  - Intensification of Alconbury Weald (1,500 new dwellings)
  - RAF Alconbury released (1,450 new dwellings)
- **Development Scenario 2 – This scenario includes:**
  - Slower build-out of Wyton Airfield (2,880 new dwellings)
  - Intensification of Alconbury Weald (1,500 new dwellings)
  - RAF Alconbury released (1,450 new dwellings)
- **Development Scenario 3 – This scenario includes:**
  - Giffords Park (2,200 new dwellings)
  - Riversfield, Little Paxton (240 new dwellings)
  - Intensification of Alconbury Weald (1,500 new dwellings)
  - RAF Alconbury released (1,450 new dwellings)
- **Development Scenario 4 – This scenario includes:**
  - Full build-out of Wyton Airfield (4,550 new dwellings)
  - Ermine Street (1,440 new dwellings)
  - Sapley Park Farm (1,300 new dwellings)
  - Lodge Farm (3,820 new dwellings)
  - Intensification of Alconbury Weald (1,500 new dwellings)
  - RAF Alconbury released (1,450 new dwellings)

For each of the scenarios listed above Motts tested the 2036 do minimum (i.e. the situation without development related mitigation) and the 2036 do something situation (i.e. with development related mitigation). The results of these tests indicated that the mitigation packages required included either a new River Crossing or an outer A141 to provide the necessary capacity to cater for the level of trips assumed to be generated by the proposed developments.

The indication that each of the development scenarios tested would need to be accompanied by significant highway interventions called in to question the deliverability of these developments within the lifetime of the emerging local plan and therefore an additional development scenario was tested to see it would be possible to meet the required level of development within the District by 2036 without triggering the need to provide significant additional highway capacity. This revised development scenario (Development Scenario 5) included the following specific sites in addition to the core scenario;

- **Development Scenario 5 – This scenario includes:**
  - RAF Alconbury released (1,450 dwellings)
  - Ermine Street (1,440 dwellings).

The results of the modelling undertaken for this scenario indicated that whilst extensive junction mitigation was likely to be required to cater for the trips generated by the proposed level and distribution of development it did not trigger the need to provide either of the major new highway links and therefore the level of mitigation identified was likely to be deliverable by the developments identified in the development scenario without impacting on the viability of the individual development sites and within the timescales of the emerging local plan i.e. by 2036. Therefore, HDC proposed the inclusion of this development scenario within the local plan.

### ***INTENSIFICATION OF DEVELOPMENT AT ALCONBURY WEALD***

The development Scenario 5 test did not include the full intensification of use at Alconbury Weald and therefore additional testing was undertaken to ensure that this additional level of development could be mitigated without triggering the need for significant new highway links.

- 1500 dwellings at Alconbury Weald bringing the total number of dwellings to 6500,
- RAF Alconbury (1450), and
- Ermine Street (1440)

The total number of dwellings tested in DS5+ is 4390. It is important to note that the distribution of trips from the additional dwellings assumes that there is an increase in the number of trips across the whole Alconbury Weald Site and is not related to a specific location or application.

The trips were distributed onto the local and strategic road networks assuming the same distribution as for the existing Alconbury Weald trips within CSRM, this distribution assumed that the southern access onto the A141 was in place and used for some trips, especially for trips to and from the East of the site.

These assumptions result in a robust assumption of the number and distribution of trips from an additional 1500 dwellings at Alconbury Weald because in reality if these extra dwellings were run through the full CSRSM then there would be an element of internalisation due to the mix of development assumed for Alconbury Weald which would reduce the need for residents to travel off site.

The results of this assessment indicate that the junctions impacted by the additional dwellings at Alconbury Weald would be at the same junctions as indicated by the testing undertaken for Development Scenario 5 with the greatest impact experienced at the site access junctions which would have to be designed to cater for the proposed level of trips from the increased level of development proposed. Therefore it is possible to confirm that this increase in dwellings at Alconbury Weald does not lead to the triggering of significant new highway infrastructure and therefore the level of mitigation required is likely to be in scale with the level of development proposed and therefore the revised development scenario is deliverable in terms of the local plan.

### **NEW SITES**

Since the Huntingdonshire Strategic transport Study was completed HDC have undertaken a further call for sites and this resulted in the following additional sites being considered for inclusion in the emerging local plan to 2036;

<b>Site</b>	<b>No of Dwellings</b>
East of Valiant Square, Bury (Ramsey SPA)	88
North of St James Road to North of High Street, Little Paxton	34
East of Silver Street and South of A1, Buckden	247
North of Station Road/Stowe Road, Kimbolton	66
East of Robert Avenue, Somersham	Assessed at 74, proposed revision to 49
College Far, West of Newlands industrial estate Somersham	57
South of Stirling Close, Warboys	49
North of School Lane, Alconbury	95
North of 10 Station Road, Bluntisham (Planning application 17/01015/OUT)	29
West of Longacres, Bluntisham (Planning Application 17/00906/OUT)	150
Between 20 Cage Lane and Averyhill, Great Staughton	14
South of Perry Road, Great Staughton	20
<b>Total</b>	<b>898</b>

None of these sites are of a sufficient scale to merit explicit testing in the CSRSM2 as they are too small to have a strategic impact. As submitted the site to the East of Silver Street and South of A1, Buckden does not have access to the local road network and would need direct access to and from the A1, however, the land owner has confirmed that the previously proposed site BU1 East of Silver Street for 14 dwellings would be incorporated into the site and provide direct access to Silver Street..

The impact of all of these sites will need to be assessed through the planning process with any sites over 50 units requiring a transport assessment should any of these sites come forward for planning permission.

The disparate nature of the above additional sites means that there is a danger that it will be more difficult to achieve sustainable development due to the difficulty of securing meaningful improvements to the public transport, walking and cycling infrastructure when dealing with a number of smaller sites.

In addition to the number of units proposed for the former RAF Alconbury Site has been increased from the 1450 tested in Development Scenario 5 to 1680. The main impact of the additional trips associated with the additional 230 dwellings included in Development Scenario 6 will be at the site access junctions and those closest to the site. All of these junctions will need to be mitigated as part of any development of the site.

The total number of 1128 additional dwellings are spread across a number of settlements in the district and therefore the impacts will be dispersed across the whole district meaning that it is difficult to model these impacts. However, the level of development in any one settlement is such that there is unlikely to be a severe residual cumulative impact which is the measure allowing a site to be rejected and therefore the mitigation for all of these sites will need to be assessed and mitigated as part of any planning application.

As a result of the above it is possible to confirm that there is likely to be an acceptable mitigation associated with all the junctions impacted and therefore there is no compelling transport reason why any of these sites should be rejected. This does not mean that there are no other considerations that would render a site unacceptable.