

# **Transport Statement**

**Land Adj. to 64 Chantry Avenue,  
Kempston,  
Beds.**

**MK427RR**

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## **1.0 INTRODUCTION**

- 1.1 This Transport Statement has been prepared by Bishop Consultancy Services Ltd in support of redeveloping land adjacent to 64 Chantry Avenue, Kempston into residential use at the Local Plan Examination.
- 1.2 A Site Location Plan can be found in **Appendix 1**.
- 1.3 Based upon the contents of the Statement there are no highway or transportation grounds why this highly sustainable brownfield site cannot be supported for residential redevelopment at the Local Plan Examination.

## 2.0 EXISTING SITE AND PROPOSED DEVELOPMENT

### EXISTING

- 2.1 The existing site consists of 2 derelict commercial buildings accessed from Ronald Close and 2 historical semi detached dwellings accessed from Chantry Avenue.
- 2.2 The site is approximately 1.33 ha in area.
- 2.3 A Site Location is included in **Appendix 1**.
- 2.4 The site is located on the south side of Chantry Avenue which is an adopted local residential street subject to a 20mph speed limit. There are two existing dropped kerb access crossings of the footway which give vehicular access to the abandoned semi detached dwellings.
- 2.5 Chantry Avenue is 7.8m wide with 2.4m wide footpaths on both sides separated from the carriageway with soft verges that provide the tree lining.
- 2.6 Chantry Avenue has the benefit of street lighting and 20mph road signs and road markings.
- 2.7 Chantry Avenue joins Chantry Road at its western end at a simple priority junction. Chantry Road to the south of this junction is a short cul-de-sac only serving 5 dwellings as the road into the industrial site to the south is open to pedestrians and cyclists only.
- 2.8 Chantry Road to the north joins the Woburn Road at a simple priority junction which is where the 20mph zone commences at the Duke public house.
- 2.9 There is an existing in carriageway bus stop serving eastbound buses directly opposite the existing Chantry Avenue dropped kerb accesses.
- 2.10 This bus stop benefits from a shelter with seating, a litter bin and a short distance from a post box.
- 2.11 The site is well served by walking, cycling and public transport with Chantry Avenue carrying local cycle route 25 and the number 1 bus service that links Kempston with the centre of Bedford.
- 2.12 Chantry Avenue is a traditional residential road with a large proportion of bungalows. There is some on-street parking but most residents use their off-street facilities. The minimal amount of on-street parking has no adverse impact on the buses serving the area.
- 2.13 The Ronald Close access to the south of the site is the historical industrial access to the site forming part of the Woburn Road Industrial Estate. Ronald Close is an adopted local street subject to a 30mph speed limit.
- 2.14 The Woburn Road Industrial Estate lies between the A421 Bedford Bypass to the south, Woburn Road to the west, and the Chantry Road residential area to the north and east.
- 2.15 The main vehicular access to the industrial site is via the A6/A421 grade separated interchange via short section of the Woburn Road with two roundabouts, and Wolseley Road. There is a secondary access along Posterly Road which joins the Woburn Road to the south of Glyn Hopkins car dealership.
- 2.16 Wolseley Road becomes Chantry Road at its eastern end which feeds into Ronald Close in the north eastern corner of the site.

- 2.17 The redevelopment site lies on the eastern side of Ronald Close benefitting from a single commercial access forming the southern boundary of the site.
- 2.18 Ronald Close is 7.3m wide, with a 2.0m wide footpath on the western side and a 1.0m hard strip adjacent to the site. At the northern end there is a commercial turning head on the western side providing access to the commercial unit opposite.
- 2.19 Ronald Close has the benefit of street lighting with parking restrictions for vehicles greater than 7.5 tonne.
- 2.20 The redevelopment site forms the boundary between the Woburn Road Industrial Estate and the Chantry residential development so no commercial vehicles would pass the proposed residential houses proposed.

### PROPOSED DEVELOPMENT

- 2.21 The proposals are the demolition of the existing buildings and the construction of residential dwellings.
- 2.22 Pedestrian and cycle access would be provided from both Chantry Avenue and Ronald Close with vehicular access being restricted solely to Chantry Avenue. Access to Ronald Close for non-vehicular modes would be subject to review as this may not be favoured by the Crime Prevention Officer. If included this additional green link would encourage sustainable linkage between the residential area to the north and the Woburn Industrial Estate to the south encouraging green travel to and from work.
- 2.23 If the link through the site was not provided for other reasons a similar non-vehicular link already exists along Chantry Road which would require a slight detour.
- 2.24 A copy of an Indicative Site Layout is given in **Appendix 2**.
- 2.25 From the Site Layout the vehicular access will be taken from Chantry Avenue at a simple priority junction replacing the existing dropped kerbed accesses. These existing accesses would be modified such that the existing residential dwellings abutting the site to the east and west would be retained.
- 2.26 The on-site road will be built to adoptable standards with traditional footpaths on both sides under a S38 Agreement. Turning facilities will be provided sized and tested with vehicular tracking for the refuse vehicles used by the Council. The speed limit of 20mph will be maintained to suit the existing residential zone.
- 2.27 The access road would have a 5.5m wide carriageway with 2.0m wide footpaths on both sides. The road alignment would be curved to provide horizontal deflection to self-enforce the 20mph speed limit whilst still providing a minimum of 25m forward visibility.
- 2.28 All of the dwellings will have off-road cycle and car parking in accordance with the latest Parking Requirements and visitor parking will be catered for within the road layout.
- 2.29 Visibility at the Chantry Avenue junction will be provided in accordance with Manual for Streets which for a 20mph restriction is 2.4m x 33m. This can easily be provided within the existing road frontage and highway limits.

- 2.30 The existing eastbound in carriageway bus stop will be relocated to a position to be agreed with the new facility including all the latest real time information included within the design. These improvement works will be undertaken as part of a S278 agreement being in the existing highway.
- 2.31 The existing Ronald Close commercial access will be permanently closed up with the exception of pedestrian and cycle linkage if required which will be subject to further negotiations.
- 2.32 It is accepted that the site will generate more vehicular movement in Chantry Avenue when compared with the two dwellings that were served by the existing vehicular crossovers. On the other hand however vehicle movements in Ronald Close will be removed from the road network altogether which was a mix of vehicles previously serving the historical industrial use.
- 2.33 On the assumption that the site will be redeveloped into approximately 40 new dwellings there would be about 26 additional car trips in Chantry Avenue during the morning and evening peak hours equating to less than 1 additional trip every 2 minutes. A trip into the site and out of the site counts as 2 trips.
- 2.34 These figures are based on historical count data taken from similar sites in the County over many years. The likelihood following covid and the highly sustainable location of the site is that these represent a very conservative estimate with more people now working from home, walking and cycling to work, or simply avoiding the peak hours through flexible working hours.
- 2.35 These minor additional trips would have a slight impact on the existing road network. This minor impact is accepted by the Council who do not currently require planning developments less than 50 dwellings to be supported by a specific Transport Statement.
- 2.36 The existing cycle provision to and from the site is excellent as Chantry Avenue itself forms part of the local cycle route 25.
- 2.37 There was however concern expressed by the Cycling Officer in an earlier application that minor adjustments to the stop lines at the traffic controlled junction of Orchard Street and Elstow Road would improve both safety and efficiency for cyclists.
- 2.38 These road marking works of creating a cycle stop line in front of the vehicular stop line have still not been undertaken. Given that this junction is nearly a mile from the site it is felt that this sites impact is minimal and it is not therefore a consideration.

### **3.0 SUSTAINABILITY**

- 3.1 The site is located less than a mile from the centre of Kempston on the southeast side and as such is in a very sustainable location. The following section reinforces the sites sustainable location under the various headings.

#### CYCLEWAYS

- 3.2 Chantry Avenue forms part of Cycleway 25 which links the residential development to the Woburn Road Industrial Estate via the existing restriction in Chantry Road.

#### EMPLOYMENT

- 3.3 There are numerous employment opportunities available within easy walking and cycling distance from the site in the Woburn Road Industrial Estate which forms the sites western boundary.
- 3.4 There are too many different types of companies operating in the estate to list them all here but there is employment opportunities in Civil Engineering, Manufacturing, Distribution, Fibre Optics, Automotive, Electrical, and many more.
- 3.5 To give an indication of the scale of employment available in the area there are over 68,000 jobs within 10 miles.
- 3.6 Another major employer near the site is the Bedfordshire Police whose head office is along the Woburn Road .

#### RETAIL

- 3.7 Kempston's town centre is less than a mile away from the site , 15 minute walk, providing excellent local facilities including a large Sainsbury superstore. The town centre caters for both food and non food requirements.
- 3.8 The nearest convenient top up retail store is the 'Best One' which is located in Orchard Street to the north being only 0.4 mile from the site within a 5 minute walk.
- 3.9 Best One is a convenience store selling groceries with its own label, plus alcohol, coffee and newspapers.
- 3.10 There is also a convenient store, McColl's at the Springfield Shopping Centre which houses a post office, the Mulberry Bush public house, a specialist party shop, a bridal shop, a tattoo studio, a hairdressers, and several take away food outlets. Springfield is on the western end of Orchard Street just passed the Springfield Primary School.
- 3.11 There are also extensive retail facilities at the Interchange Retail Park and in Bedford Town Centre. Interchange is a large out of town retail park offering clothing, chemists, sports, fast food, shoes, furniture, and departmental budget stores. There is also a gym located at the eastern end of the park.
- 3.12 On the opposite side of the Ampthill Road to the east of Interchange is a large DIY operator, car dealerships and a food hall.
- 3.13 Although it is difficult to walk or cycle to the interchange retail park due to the railway line and river that need to be crossed it is only 1.6 mile from the site via the Elstow Road and the Ampthill Road and has plenty of free parking.

- 3.14 The Kempston and Bedford town centres are only a short bus journey away on the number 1 bus which is expanded in the section below.

### EDUCATION

- 3.15 The nearest school to the site is the Springfield Primary School which is located in Orchard Street. Springfield has a school capacity of 420 pupils with an existing head count of only 350. 70 places are therefore currently available.
- 3.16 Springfield Primary is only 0.3 mile from the Chantry Avenue entrance to the site being only a 6 minute walk.
- 3.17 The Lodge Play group is also located in Orchard Street providing pre school for the younger children.
- 3.18 Secondary schools both state and privately funded are throughout both Kempston and Bedford which can easily be reached either on foot, by cycle, or on public or school buses.
- 3.19 Further Education is also available in Bedford where both the Bedford College and the University are located. Students attending these establishments would probably catch the number 1 bus service which runs along Chantry Avenue.

### WORSHIP

- 3.20 Local churches serving the site with their distances in brackets are as follows; All Saints Church (1.8 mile), The Parish Church of the Transfiguration (1.0 mile), the Kempston East Methodist Church (1.0 mile), the Catholic Church of Our Lady (0.8 mile), The Grace Community Church (0.9 mile), and the Kempston West Methodist Church (0.7 mile).

### PUBLIC TRANSPORT

#### BUSES

- 3.21 In terms of access to the public transport network the site is an excellent location being close to excellent train and bus services
- 3.22 Bus route 1 runs along Chantry Avenue between the Saxon Centre in Kempston and the Bedford Bus Station. It operates between 0615 and 2315 every day of the week.
- 3.23 The bus operates every 20 minutes between 0600 and 1800 and then hourly until 2300hrs. Popular destinations are the centre of Kempston (12 minutes), Bedford Hospital South Wing (16 minutes) and the Bedford bus station (25 minutes).
- 3.24 The Bedford bus station serves both the town centre and the Midland Road railway station which are both very short walks away.
- 3.25 Other bus routes that provide linkage in the town are routes 2, 24, 42, 53 and 68 together with the inter town stage coach routes which all operate from the bus station.



## TRAINS

- 3.26 There are 2 railway stations within close proximity of the site. The main Bedford station is in Midland Road which is on the Midland Mainline providing excellent linkage to Luton, Luton Airport, London, Gatwick Airport and Brighton to the south and the East Midlands to the north.
- 3.27 The other railway station is Bedford St. Johns Station which is on the Marston Vale Line providing a vital east west link. This station currently provides a route to the west terminating at Bletchley where the west coast line can be accessed. This east west corridor is currently being extended as far as Oxford to the west and Cambridge to the east.

## AIRPORT

- 3.28 London Luton Airport is an international airport and the head office for Easyjet. This is can be easily reached by regular train services from Bedford. Gatwick is also on the same train line being London's second airport further south.
- 3.29 Luton provides excellent services to most European destinations. Gatwick also serves European and further afield destinations.
- 3.30 Luton airport can be accessed in less than 1 hour from the site using public transport.
- 3.31 From the above it is clear that the site is located in an extremely sustainable location with numerous employment opportunities and facilities within easy travel distance by foot, cycle, public transport or by car. These new dwellings will therefore avoid excessive trips by the motor car and as such it will be well served by the existing facilities whose economies will benefit with the additional dwellings proposed.

#### **4.0 SUMMARY AND CONCLUSIONS**

- 4.1 This Transport Statement has been prepared in support of the redevelopment of the brownfield land adjacent to 64 Chantry Avenue, Kempston into residential dwellings.
- 4.2 The site is approximately 1.33ha in area and will accommodate approximately 40 new dwellings in an extremely sustainable location forming part of the existing residential district within a 20mph zone.
- 4.3 Chantry Avenue forms part of Cycleway 25 linking the residential development to the north with extensive employment opportunities to the south and within close proximity.
- 4.4 There will be a marginal impact on the existing residential road network but at a level that will not require a Transport Statement in support of any subsequent planning applications.
- 4.5 All commercial vehicles that previously served the site via the Woburn Road Industrial Estate will be removed from the highway network.
- 4.6 The existing local facilities will cater for most of the daily needs with larger attractions in Bedford within an easy regular bus service in close proximity for all ages and requirements,
- 4.7 Public Transport facilities in terms of buses and trains are excellent and there are two international airports accessible by train from the Bedford Midland Road train station providing linkage to further afield destinations for both business and leisure trips.
- 4.8 **It can therefore be concluded that there is no fundamental transportation and highway reasons identified that should prevent this brownfield site being redeveloped for residential use at the Local Plan Examination.**

**APPENDIX 1**  
Site Location Plan

**APPENDIX 2**  
**Indicative Site Layout**