

Project Name:	Station Road, Great Shelford
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1. INTRODUCTION

- 1.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to respond to comments made by Cambridgeshire County Council (CCC) Highways on a planning application for 39 retirement living apartments for older persons including communal facilities, car parking and associated landscaping at 2 Station Road Great Shelford (ref: 21/05276/FUL).
- 1.2 The application was accompanied by a Transport Statement (ref 536.0040/TS/3). The highway authority's comments are attached within **Appendix A**, and this TN provides a response to each point in order.

2. VISIBILITY SPLAYS

- 2.1 Visibility splays were shown on drawing 536.0040.002 within Appendix D of the submitted Transport Statement. For completeness, this drawing has been re-submitted alongside this TN. The 2.4m x 43m splays are achievable either within land owned by the applicant or within highway ownership, and any obstructions will be kept below 600mm in height.

3. ACCESS & GEOMETRIES

- 3.1 The current access proposals are for a 4.5m wide vehicle crossover. The highways officer has requested that the access measure 5m wide for the first 10m, as well as altering the proposed vehicle crossover to a bellmouth with 6m radii.
- 3.2 The provision of a vehicle crossover, as opposed to a bellmouth, maintains pedestrian priority along Station Road. As no large vehicles will enter the site, there is no need to accommodate their turning movements, and thus a bellmouth is unwarranted.

- 3.3 As per Manual for Streets, 4.1m width is required for two cars to pass in a straight line. Tracking submitted with the Transport Statement shows that the access width of 4.5m is sufficient for two cars to pass when travelling in a straight line, i.e. within the access road.
- 3.4 There is some overlap between the swept paths should vehicles wish to simultaneously enter / leave the site. However, this is very unlikely to occur given the number of vehicle trips the scheme will generate. The TRICS trip rates outlined within the submitted TS outline that there are anticipated to be approximately 80 trips across 12 hours. Surveys have also been undertaken at existing CRL developments, which show that the average trip rate is 1.49 trips per unit, equating to 58 trips across 12 hours. Because residents are retired and therefore do not need to commute, the vehicle trips are not concentrated in the peak periods as is the case for traditional housing.
- 3.5 Vehicle trips are therefore spread fairly evenly across the day. 58 trips across 12 hours is an average of 4.8 movements per hour, or one movement every 12.5 minutes. Bearing in mind that half of the trips are arrivals and half departures, the chance of two vehicles using the access at the same time in opposite directions is negligible. In the highly unlikely event that two vehicles travelling in opposite directions were to meet, they would be travelling at low speeds. Taking all of this together, the harm to highway safety is negligible and the currently proposed access is considered suitable.

4. INTERNAL PARKING AREA

- 4.1 Tracking drawings included within the submitted TS show that the layout allows for cars to enter and leave the site in forward gear and park clear of the public highway. The tracking shows that the proposed geometries of 2.4m x 4.8m are sufficient to accommodate vehicle manoeuvres. Industry evidence and experience shows that residents of retirement living schemes own relatively smaller vehicles. It is therefore not considered necessary to enlarge the spaces to 2.5m x 5m, and at the time of writing, the policy basis for doing so is unclear.

5. REFUSE AND SERVICING

- 5.1 A fire tender and refuse vehicle will not need to enter the site, given that both functions can be carried out from Station Road, whilst meeting the relevant distance requirements. A refuse collection point is located adjacent to the public highway, to facilitate on-street collection, in keeping with adjacent properties. Dry risers are located such that a fire tender can perform its functions from Station Road. On-site tracking of these vehicles is therefore unnecessary.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to respond to comments made by Cambridgeshire County Council (CCC) Highways on a planning application for 39 retirement living apartments for older persons including communal facilities, car parking and associated landscaping at 2 Station Road Great Shelford (ref: 21/05276/FUL).

- 6.2 Comments made by the local authority with regards to the proposals have been reviewed and addressed where necessary. It remains the case that safe and suitable access is provided and we would therefore encourage the highway authority to respond positively to the LPA's consultation.

Appendix A

Consultee Comments for Planning Application 21/05276/FUL

Application Summary

Application Number: 21/05276/FUL

Address: 2 Station Road Great Shelford Cambridge Cambridgeshire CB22 5LR

Proposal: Redevelopment to form 39 retirement living apartments for older persons including communal facilities, car parking and associated landscaping.

Case Officer: Karen Pell-Coggins

Consultee Details

Name: Mrs Victoria Keppey

Address: South and City Highways, Station Road, Whittlesford CB22 4NL

Email: Not Available

On Behalf Of: Local Highways Authority

Comments

The Highway Authority requests that the above planning application be refused in its present format for the following reasons:-

The applicant has failed to provide a standalone drawing showing the required visibility splays. The Highway Authority requests that a plan showing the visibility splays is provided prior to determination of the application. The visibility splay should have the dimensions of 2.4 metres by 43metres as measured from and along the nearside edge of the carriageway shall be provided on both sides of the access. The area within each splay shall be kept clear of any obstruction exceeding 600mm in height at all times and not a 1.1m metal railings as shown on drawing 40040GS/PA01. The inter vehicles visibility splays must be within the existing adopted public highway or land under the control of the applicant.

Reason: To provide adequate inter-visibility between the users of the access and the existing public highway for the safety and convenience of users of the highway and of the access

The access is unsatisfactory to serve the proposed development by reason of its inadequate width and the proposal would therefore likely result in stopping and manoeuvring of vehicles on the highway to the detriment of highway safety. The access shall be a minimum width of 5m, for a minimum distance of 10m measured from the near edge of the highway boundary and not 4.5m as shown on the submitted drawing.

Reason: In the interests of highway safety.

Prior to the first occupation of the development the junction of the access with the highway carriageway shall be laid out with 6m radius kerbs.

Reason: In the interests of highway safety.

Prior to the first occupation of the development sufficient space shall be provided within the site to enable vehicles to:

- a) enter, turn and leave the site in forward gear
- b) park clear of the public highway
- c) The applicant must show the dimensions for the proposed car parking spaces, which should be 2.5m x 5m with a 6m reversing, space not 2.4m x 4.8m as shown.

The area shall be levelled, surfaced and drained and thereafter retained for that specific use.

Reason: In the interests of satisfactory development and highway safety.

Please request that the applicant provide a vehicle tracking drawing for a fire tender and a refuse vehicle due to the Highway Authority's concerns with regards to the constrained parking and turning area.

Reason: in the interests of highway safety

If, following provision of the above, the Highway Authority is satisfied that the proposal will have no significant adverse effect upon the public highway, please add the following conditions and informatives to any permission that the Planning Authority is minded to issue in regard to this application.

Prior to the commencement of the first use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

Reason: In the interests of highway safety and to ensure satisfactory access into the site.

Please add a condition to any permission that the Planning Authority is minded to grant in respect of this proposal requiring that the proposed access be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: for the safe and effective operation of the highway

Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that the proposed access be constructed using a bound material to

prevent debris spreading onto the adopted public highway.

Reason: in the interests of highway safety

The existing access to 2 Station Road shall be permanently and effectively closed and the footway shall be reinstated in accordance with a scheme to be agreed with the Local Planning Authority within 28 days of the bringing into use of the new access.

Reason: In the interests of highway safety.

Prior to the occupation of the development the details of the number, location and design of the cycle parking facilities shall be submitted to and approved in writing by the local planning authority. The approved facility shall be provided before occupation and retained at all times. The Highway Authority would request that the applicant provide enough convenient and secure cycle parking. The applicant shall make access to cycle storage at least as convenient as access to car parking.

Reason: To ensure appropriate cycle parking is provided

Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that no demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority. The principle areas of concern that should be addressed are:

- (i) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted highway)
- (ii) Contractor parking, for both phases all such parking shall be within the curtilage of the site and not on the street.
- (iii) Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway).
- (iv) Control of dust, mud and debris, in relationship to the functioning of the adopted public highway.

Reason: in the interests of highway safety

Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that all deliveries to the site and all muck away movements are to be carried out only during the following hours 09.30hrs 16.00hrs Monday to Friday

Reason: in the interests of highway safety

In the event that the Planning Authority is so minded as to grant permission to the proposal please add an informative to the effect that the granting of a planning permission does not constitute a

permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.