

Consultee Comments for Planning Application 22/01703/FUL

Application Summary

Application Number: 22/01703/FUL

Address: Land To The South Of Chear Fen Boat Club Twentypence Road Cottenham
Cambridgeshire

Proposal: Change of use of land through intensification to the stationing of caravans for residential purposes, nine dayrooms and the formation of hardstanding ancillary to that use.

Case Officer: Michael Allen

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 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 215 metres as measured from and along the nearside edge of the carriageway shall be provided on both sides of the access. However, if the applicant can provide empirical data, in the form of speed and traffic flows and subjective observations these will be considered by the Highway Authority and the use of the lower visibility splays as detailed in Manual for Streets may be applicable. The area within each splay shall be kept clear of any obstruction exceeding 600mm in height at all times. 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 proposed development would lead to the creation of an access on a stretch of classified highway where the principal function is that of carrying traffic freely and safely between centres of population. The vehicular movements associated with the use of the access in respect to stationing of caravans for residential purposes, nine dayrooms and the formation of hardstanding ancillary to that use would lead to conflict and interference with the passage of through vehicles to the detriment of the principle function and introduce a point of possible traffic conflict, being detrimental to highway safety.

The application is not supported by sufficient transport information to demonstrate that the proposed development would not be prejudicial to the satisfactory functioning of the highway.

Further consideration will be given to this proposal upon receipt of a Transport Report.

A Transport Report is in essence a simplified transport statement and is used in cases where transport issues arising out of development proposals do not require a full Transport Statement.

Transport Reports apply to smaller scale developments where the traffic impact is limited in both volume and area impact.

The Transport Report will generally include an appraisal of the following:

Existing conditions:

- i. Description of the existing site
- ii. Baseline traffic data (i.e. the traffic that the existing site generates or generated in the recent past)
- iii. Existing site use and means of access

Proposed Development:

- i. Proposed use and scale of development
- ii. Proposed means of access
- iii. Person trip generation and distribution of trips by mode of transport
- iv. Potential for and a description of any proposed improvements to site accessibility by sustainable modes of travel
- v. Proposed parking and servicing strategy
- vi. Residual vehicle trip impact
- vii. Transport implications of construction traffic (if there are specific local difficulties identified)

Please forward the requested drawing/information showing the above requirements to the Highway Authority for approval prior to determination of the application.

If the Local Planning Authority is minded to approve the application despite the Highway Authority's request that the application be refused, then we would seek the following conditions:

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 access shall be a minimum width of 5m, for a minimum distance of 10m measured from the near edge of the highway boundary.

Reason: In the interests of highway safety.

Notwithstanding the provision of Class A of Schedule 2, Part 2 of The Town and Country Planning (General Permitted Development)[England] Order 2015, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

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 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.

Traffic Management Plan: notes for guidance

When writing a Traffic Management Plan (TMP) the applicant should consider the following elements and provide the information as requested. This will make discharging the condition much simpler, faster and more efficient. As will be seen from the details below a TMP need not be a

lengthy document however, clarity is key.

1. Site Plan

i. The applicant should provide a site plan at a true scale of 1:200 for smaller sites and 1:500 for larger sites showing the following areas with written dimensions:

- a. Proposed material storage area
- b. Proposed site offices
- c. Proposed car parking area
- d. Proposed manoeuvring space
- e. Proposed access location
- f. Proposed location of any gates
- g. Proposed location of any wheel washing facility or similar.
- h. If the site is to be multi-phased then a plan for each phase should be provided.

2. Movement and control of muck away and delivery vehicles

i. The proposed manoeuvring area for delivery/muck away vehicles, this should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear.

ii. If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the adopted public highway how will pedestrian, cycle and motor vehicle traffic be controlled?

iii. Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the Street Works Team at Streetworks@Cambridgeshire.gov.uk) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.

iv. If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The Highway Authority would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum.

v. The Highway Authority would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sites) into the site from the boundary of the adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.

vi. Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day.

vii. Normally access to the site should be 5m in width for smaller sites and 6.5m for larger sites,

though it is recognised that this may not be practical for small scale developments of one or two units.

3. Contractor parking:

i.If possible all parking associated with the proposed development should be off the adopted public highway.

ii.Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.

iii.If the site has no potential to provided off street car parking and or only limited numbers the applicant must provide details of how on street parking will be controlled.

4. Control of dust, mud and debris, in relationship to the operation of the adopted public highway

i.If it likely that debris may be dragged on to the adopted public highway the applicant should provide details of how this will be prevented. If a wheel wash or similar is proposed, the details of how the slurry generated by this will be dealt with must be provided, please note it will not be acceptable to drain such slurry onto to over the adopted public highway.

ii.The Highway Authority would seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.

iii.It is recognised that construction traffic occasionally damage the adopted public highway and the developer should include a note stating that such damage will be repaired in a timely manner at no expense to the Highway Authority.

The Traffic Management Plan must relate solely to how the operation of the site will affect the adopted public highway, other information for example noise levels is not a highway matter and should not be included within the plan.

Reason: in the interests of highway safety

The Local Highway Authority will not seek to adopt the proposed development.

No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority (The streets shall thereafter

be maintained in accordance with the approved management and maintenance details until such time as a Private Management and Maintenance Company has been established).

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

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.

It also appears that gates and brick piers have been erected within the adopted public highway. The Local Highway Authority would seek the removal of the gates and piers.