Project number:	21129		
Prepared by:	HJ		
Subject:	Transport and access appraisal		
Date:	13th December 2021	**File name:**	21129D1

1 Introduction

1.1.1 Lime Transport has been appointed by CALA Homes to produce a technical note addressing the transport and access issues associated with the proposed site for approximately 100 dwellings off Water Lane in Melbourn, within Cambridgeshire County Council. The site location is shown in Figure 1.1 below.

Figure 1.1 Site location

1.2 History

1.2.1 Water Lane, south of its junction with Greengage Rise, is currently a track, which is a public Byway Open to all Traffic (BOAT) of 30 feet in width (9.1m). As such it forms part of Cambridgeshire's highway network. Previously both TPA and PBA have advised on access to this site as follows:

- TPA submitted an Access Feasibility Report in June 2016, which is included in **Appendix A**. This access design was based on the need to provide visibility at the junction with Greengage Rise in accordance with the speed of the road (30mph).
- PBA submitted a Technical Note in March 2018 (also included in Appendix A), which provides further commentary on the access design and proposed revised provision for pedestrians. It also summarises the discussions to date with the Highway Authority (Cambridgeshire County Council).

1.3 Structure of technical note

1.3.1 The purpose of this technical note is to set out the connectivity of the site in terms of accessibility by walking, cycling and public transport and identify access arrangements to serve the site. Following this introductory section, this note is structured as follows:

- Section 2 – details the land ownership and public rights as well as discussions with the Highway Authority regarding these rights.
- Section 3 – reviews the sustainability of the site's location and likely travel characteristics of the development.
- Section 4 – sets out the proposed layout design of Water Lane, south of Greengage Rise, including footway provision and visibility.
- Section 5 – sets out next steps and concludes the technical note.

2 Land ownership and public rights along Water Lane

2.1 Highway Land

2.1.1 Highway land details have been acquired from Cambridgeshire and are included in **Appendix B**. It can be seen that highway land extends across the full width of Water Lane north of the junction with Greengage Rise. South of the junction with Greengage Rise, a BOAT runs along the lane to approximately 50m south-east of the south-eastern corner of the site. The confirmed width of this BOAT is 30 feet (9.1m), which does not extend across the full width of the lane. Either side of the BOAT are areas of unregistered land. The land ownership and public rights are shown in **Appendix C**. This assumes that the BOAT is 30 feet wide (9.1m) based around the centre-line of the lane.

2.2 Discussions with Highway Authority

2.2.1 Discussions between the Highway Authority and PBA are set out in the submitted Technical Note, in Appendix A. Subsequent discussions have been held with Cambridgeshire and these are summarised below:

- Correspondence with Development Management (12th April 2021) – issues raised include the need to design the junction with Greengage Rise to ensure suitable visibility is provided and the need for a second access for emergency vehicles for developments of more than 100 dwellings.

- Correspondence with Asset Information Definitive Map Officer (28th April 2021) – the Officer confirmed that the legal record of Public Rights of Way (known as the Definitive Map and Statement) records a standardised width of 30 feet (9.1m) for this public byway.

3 Sustainability of site's location

3.1 Walking

3.1.1 Along Water Lane, footways are provided on one or both sides of the carriageway, which provide links between the site and the surrounding amenities and facilities. Immediately north of the junction with Greengage Rise to Chalkhill Barrow there is a footway on the eastern side only.

3.1.2 The Chartered Institution of Highways and Transportation (CIHT) 'Providing for Journeys on Foot' indicates that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km, and 2km is the preferred maximum.

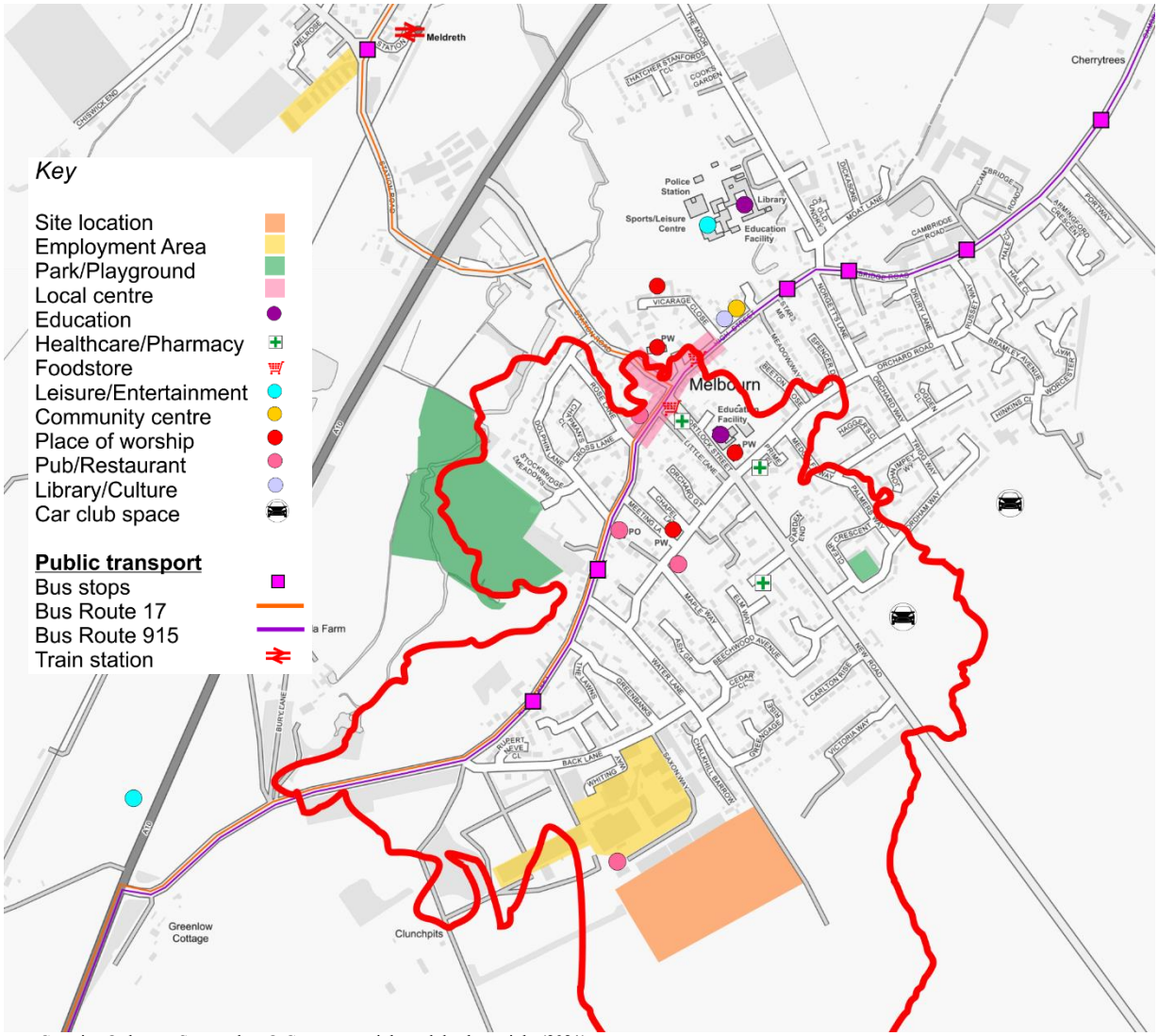
3.1.3 The CIHT guidelines also indicate that the desirable walking distance for 'elsewhere', including local amenities is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.

3.1.4 Local facilities available within a 15-minute walk of the site are shown on Figure 3.1, over the page, and include:

- Employment/industrial area (500m)
- Pub/restaurant (600m)
- Bus stops on High Street (650m - 800m)
- Places of Worship (800m – 1km)
- Enterprise Car Club space (950m)
- Healthcare facilities (950m)
- Stockbridge Meadows wildlife park (950m)
- Primary School (960m)
- Playground/green space (960m)
- Food store (1.1km)

3.1.5 Outside of the 15-minute walk distance, additional facilities are located in Melbourn. These can be accessed by a slightly longer walk north-east along High Street or via bus routes 17 and 915 (approx. 10 minutes). The facilities include:

- Community centre
- Library
- School
- Leisure and sports facilities
- Meldreth train station
- Employment/industrial area
- Enterprise Car Club space



Contains Ordnance Survey data © Crown copyright and database right (2021)

Figure 3.1 15-minute walk isochrone

3.1.6 It can be seen from the figure above that there are a number of amenities located within a 15-minute walk of the site that combine a range of services to accommodate residents' day to day needs.

3.2 Cycling

3.2.1 The Greater Cambridge Partnership is currently undertaking plans to introduce the Melbourn Greenway. This 12-mile long route will provide a route for walkers and cyclists to easily access Cambridge, including several towns, villages and train stations along the route. The planned route is illustrated in **Figure 3.2** below.

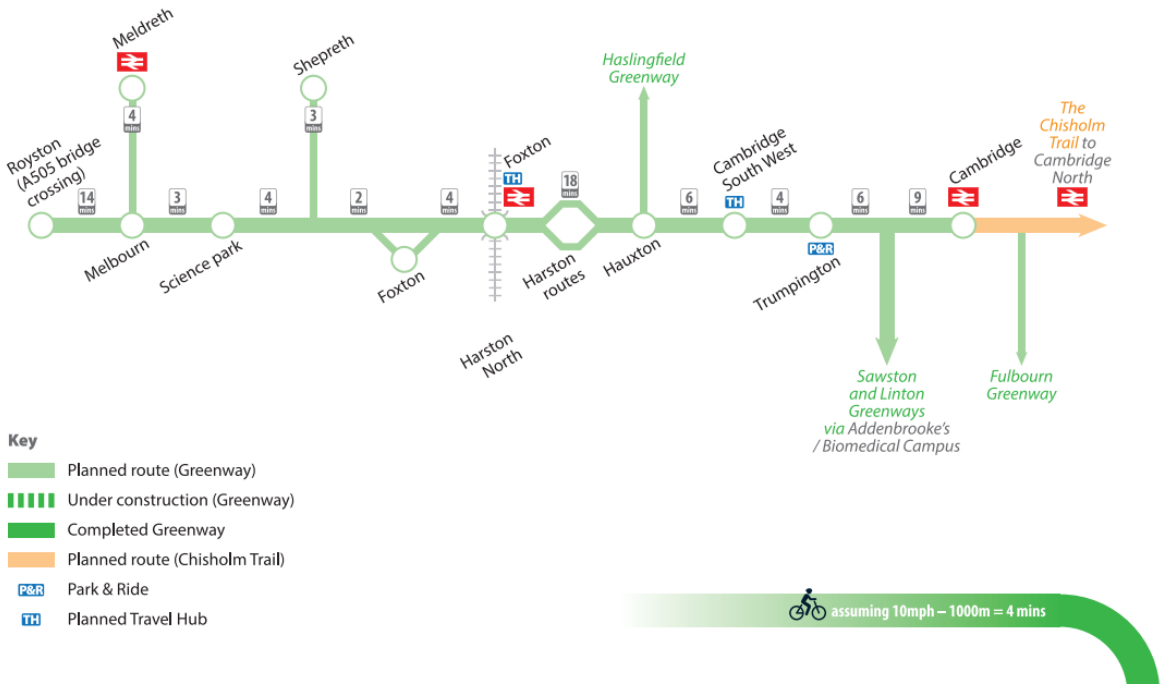


Figure 3.2 The planned Melbourn Greenway route

3.3 Bus services

3.3.1 In terms of access to public transport infrastructure, there are bus stops located a short distance from the site along High Street (shown on Figure 3.1). Both are served by routes 17 and 915:

- Falconer Court bus stop – 650m northwest of the site; and,
- Back Lane bus stop – 800m northwest of the site,

3.3.2 These routes provide connections to Cambridge, Royston, and Guilden Morden with regular connections throughout the day (7am – 8pm with approximately 1 per hour for the 915 service, and 1 every other hour until 5pm for the 17 service).

3.4 Rail

3.4.1 The closest railway station is Meldreth Station, located approximately 1.9km north of the site along High Street. The station is accessible by bus (Route 17), with a bus journey time of approximately two minutes. Meldreth station provides connections to Royston, Cambridge and London Kings Cross.

3.5 Highway network

3.5.1 A description of the local highway network within the study area is contained in **Table 3.1** below.

Table 3.1 Description of local highway network

Description	
Water Lane	
Description	Water Lane is a one-way no-through road. Water Lane is fronted by residential dwellings and provides a one-way vehicle exit onto High Street to the north.
Width	Generally, 5.5m along the length of the carriageway, narrowing to 4m along the one-way section of the carriageway (north of the junction Orchard Road).
Speed limit	30mph
Street lighting	Yes
Pedestrian facilities	Pedestrian footways are provided along the eastern side the carriageway along the length of the carriageway to the junction with Orchard Road and on the western side from Chalkhill Barrow to Orchard Road.
Bus route	No
Character	Residential street frontage along both sides of the carriageway providing access to residential cul-de-sacs and Saxon Way Industrial Estate along Back Lane.
On-street parking	No parking restrictions
Back Lane	
Description	Single carriageway access road providing a vehicle route from the High Street to Water Lane.
Width	5.5m
Speed limit	30mph
Street lighting	Yes
Pedestrian facilities	Pedestrian footway along the northern side of the carriageway, which connects from Water Lane to Greenbanks. Greenbanks has footways along both sides of the carriageway, which connects to High Street to the north.
Bus route	No
Character	Rural single carriageway providing vehicle access to residential cul-de-sacs, Saxon Way Industrial Estate and Water Lane to the east.
On-street parking	No parking restrictions.
High Street	
Description	Single carriageway local access road through the town of Melbourn, which connects to the A10 to the east and west.
Width	Approximately 6m
Speed limit	30mph
Street lighting	Yes
Pedestrian facilities	Pedestrian footways are provided along both sides of the carriageway adjacent to Greenbanks residential cul-de-sac.
Bus route	Yes
Character	Residential street with residential and commercial street frontage along both sides of the carriageway.
On-street parking	No parking restrictions.

3.6 Summary

3.6.1 It is considered that the site is well located to access the existing range of facilities within Melbourn.

3.7 Travel characteristics

1.1.1 In order to assess the impact of the proposed development on the existing transport network, it is necessary to estimate the number of person trips generated by the proposed residential development.

1.1.2 Based on the TRICS trip generation database for mixed private sale and affordable dwellings, it is likely that 100 dwellings will have the following impact on the highway network:

- Walking - the development is likely to generate approximately 300 daily pedestrian movements (two-way), together with an additional 50 public transport movements, which include walking as part of the overall trip. The walking trips will be spread throughout the day across a number of local roads, typically heading to the centre of Melbourn and the local schools, and it is anticipated that there will be no adverse impact to the pedestrian network.
- Cycling - the proposed development could generate a small number of cycle movements during the day (approximately 30). The cycling trips will be spread across a number of local routes, and it is anticipated that there will be no adverse impact to the cycle network.
- Public transport - the development is likely to generate 50 public transport trips per day (two-way). These are likely to be mainly undertaken by bus and it is considered that this level of additional passengers will not have a material impact on the public transport network, nor require any additional services.
- Vehicles - the proposed development could generate approximately 60 vehicle movements in the peak hours, with 500 vehicle movements (two-way) throughout the day. It should be noted that this includes any servicing and visitor movements associated with the development.

4 Proposed access arrangements along Water Lane

4.1 Access arrangements

4.1.1 It is proposed to provide access to the development via Water Lane. One point of access is proposed for this development, which is considered appropriate for approximately 100 dwellings. It is proposed to redesign the southern section of Water Lane by altering the priority at the junction of Water Lane and Greengage Rise. This design reflects the expected change in major and minor flows as a result of the proposed development.

4.1.2 It is proposed to provide a 5.5m wide carriageway and one 2m footway on the western edge of the carriageway.

4.1.3 The proposed access design is included in **Appendix D**.

4.2 Access for emergency services

4.2.1 In the event that the number of dwellings increases, the Highway Authority has raised concerns relating to the need for a second access for emergency vehicles for a development of more than 100 dwellings. However, Manual for Streets states:

> *'The length of cul-de-sac, or the number of dwellings, have been used by local authorities as criteria for limiting the size of a development served by a single*

access route. Authorities have often argued that the larger the site, the more likely it is that a single access could be blocked for whatever reason. The fire services adopt a less numbers-driven approach and considers each application based on a risk assessment for the site, and response time requirements.'

4.2.2 It is unlikely there will be a demand for vehicles to park on the access route, creating a narrowing of the carriageway. However, in the event that a vehicle is parked or broken down, there will remain ample width (approximately 3.5m) for a fire tender to pass. Manual for Streets states that a fire tender can pass a pinch point (typically 10m in length) with a width of 2.75m. Therefore, it is considered that even if the development increases in scale beyond 100 dwellings, it is likely that one access will suffice.

4.3 Pedestrian provision

4.3.1 Previous designs for access addressed pedestrian provision as follows:

- Previously TPA designed an access to the site including a 5.5m carriageway and a 2m footway on the eastern side. It was proposed that this would link with the existing footway on Water Lane (eastern side), north of Greengage Rise. There is no footway on the western side north of Greengage Rise. Following review by Cambridgeshire, it was suggested that a footway on the western side would be preferable as, on the eastern side, pedestrians are required to cross two carriageways (Water Lane and the bell-mouth of Greengage Rise) to connect to the existing footway network.
- Subsequently PBA redesigned this access to include a 1.8m wide footway on both the eastern and western sides. It is considered that the proposed footway on the eastern side has limited pedestrian-vehicle visibility at the bell-mouth of Greengage Rise due to the presence of the existing boundary fence of 89 Greengage Rise.

4.3.2 Instead, it is proposed to provide one 2m wide footway on the western side of Water Lane, with an informal crossing point located north of the junction with Greengage Rise. This will provide safe and suitable access for pedestrians, ensuring that crossing manoeuvres are kept to a minimum and visibility between pedestrians and vehicles at the crossing point is good.

4.3.3 Whilst it is usual to provide footways on both sides of a carriageway, it should be noted that in this location, there are no streets or facilities that can be accessed from the eastern side (between Greengage Rise and the proposed site access) as this side of the lane is bounded by open fields and hedgerows. It does not connect to any footpaths of PRoWs.

4.4 Visibility splays

4.4.1 The speed limit on Water Lane is 30mph. However, the required visibility splays are based on the results of a week-long automatic traffic counter speed surveys. These surveys were undertaken on Water Lane to the south of the junction with Chalkhill Barrow in November 2021 (between 18th and 24th November).

Speed survey results

4.4.2 These surveys were carried out approximately 75m north of the access to Greengage Rise to ensure that:

- Vehicles slowing to turn into Chalkhill Barrow did not pass over the counter and affect the data gathered; and,

- Vehicles were sufficiently far enough from the corner with Greengage Rise for the recorded speed to be unaffected by the corner.

4.4.3 The results of the speed survey are included in Appendix D and summarised below:

- Northbound – 24mph
- Southbound – 25mph

Required visibility splay

4.4.4 Based on Manual for Streets Table 7.1 the required visibility splays are set out below:

- To the south (northbound traffic) – 31.4m
- To the north (southbound traffic) – 33m

4.4.5 The required visibility splays can be achieved within highway land, the BOAT and unregistered land as shown in Appendix F.

5 Next steps and conclusions

5.1.1 PBA previously agreed the following steps with Cambridgeshire (set out in more detail in Appendix A):

- Stage 1 - Produce concept design, agreed with Council, and submit as part of planning application.
- Stage 2 – Following grant of planning permission, prepare detailed design drawings.
- Stage 3 – Undertake work through a s278, funded and undertaken by the developer, to adoptable standards.

5.1.2 The Stage 1 work will also be subject to further design and consideration of the transport impact of the development being carried out as part of a Transport Assessment, and submitted as part of a planning application.

Appendices

Appendix A

Water Lane, Melbourn

CAMBRIDGESHIRE COUNTY COUNCIL PRE-APP COMMENTS

PREPARED BY: David Allatt

DATE: 29 March 2018

I write regarding the pre-application proposals for a residential development of up to 100 residential units off Water Lane, Melbourn following a pre-application meeting on 3rd November 2017.

Access Design / Highway Adoption

With regards to the access design and highway adoption process, Cambridgeshire County Council is satisfied that the PBA Technical Note 001 (appended) is a good reflection of the issues discussed.

Transport Evidence Requirements

Note that the application would require a Transport Assessment, to be produced in accordance with Cambridgeshire County Council TA Guidance.

TECHNICAL NOTE

Job Name:	Water Lane, Melbourn
Job No:	42066
Note No:	001
Date:	26th March 2018
Prepared by:	Jack Smith / Elliot Page
Subject:	Access Design and Highway Adoption Process

Introduction

Peter Brett Associates LLP (PBA) have been appointed by Strutt & Parker to provide technical support on issues relating to the proposed access for a site proposed for up to 100 residential units off Water Lane, Melbourn. The site at Water Lane, Melbourn has been subject to prior discussions between Cambridgeshire County Council (CCC) and Transport Planning Associates (TPA) which were summarised in a TPA Access Feasibility Report in June 2016 (Appendix A).

This technical note provides further commentary on the access design now proposed for the site and covers the adoption process which was discussed at the meeting on the 3rd November 2017 between CCC, Strutt & Parker and PBA.

Proposed Access Design

Previously TPA had designed an access to the site which included the provision of a 5.5m carriageway and a 2.0m footway on the eastern side of the access road. This layout design was reviewed by CCC and suggested that the provision of a footway on only the eastern side of the access road results in pedestrians crossing twice on journeys to towards nearby schools and is less safe than if the footway were located along the western side.

PBA have considered advice given by CCC on the previous access arrangement for the site and the junction of Water Lane and Greengage Rise. This has led to the redesign of the proposed site access layout. The new access design involves a change in priority at the Water Lane / Greengage Rise junction, which allows for footpaths to be provided on both sides of the carriageway, as advised by CCC. The design also reflects the expected change in major and minor flows as a result of any potential development at the proposed site off Water Lane, Melbourn.

The proposed access design is included within Appendix B of this technical note. This design was issued to CCC and discussed at the meeting on the 3rd November 2017. CCC advised that the available width of the byway may limit the widths of the proposed carriageway and footways. CCC advised that the width of the byway available is 9.1m (30ft) and therefore the maximum width of footways that could be delivered would be 1.8m and that these would be acceptable in this location. Therefore, the revised layout provides a 5.5m carriageway with 1.8m footways on both sides of the carriageway. CCC agreed in principle that the design is suitable to support a proposed development of up to 100 units at land off Water Lane, subject to further detailed design and a Transport Assessment being submitted as part of a future planning application.

Highway Adoption

In addition to discussions regarding the design of the proposed access, Strutt & Parker and PBA have also sought advice from CCC regarding the approach to highway adoption given that the ownership of the track that connects the site to Water Lane is was unknown. CCC confirmed that *'the byway is already adopted public highway it is not of course hard paved'*. Therefore, the access road to and

within the site would be required to meet the tests for CCC to adopted highway. CCC recommended the following steps to the applicant.

Stage 1: Produce Concept Design Drawings agreed with the council. These drawings would then form part of a planning submission for the proposed site off Water Lane, Melbourn.

Stage 2: Upon resolving to grant planning permission, the process to secure technical approval for the access road is required. Subject to agreement it is anticipated that this can be commenced before Planning Permission is granted.

Detailed Design Drawings will be prepared by the applicant to a standard that allows Technical Approval from the LHA to be granted.

Stage 3: As the track is currently a public Byway it forms part of the CCC highway network and therefore work to deliver the access in accordance with the Technical Approval can be undertaken through a Section 278 agreement. The Section 278 Agreement is a legally binding document between the Local Highway Authority and the applicant to ensure that the work to be carried out on the highway is completed to the standards and satisfaction of the Local Highway Authority and in accordance with the approved drawings. The works will be funded by the applicant and undertaken by the developer as agents of the Highway Authority to adoptable standards. The Highway Authority will inspect the construction before undertaking the necessary processes for adoption.

Contextually, it is noted that the byway on Water Lane does not provide a connection to any other PRoW or local pedestrian and cycling networks. The route starts on Water Lane near Chalk Hill Barrow and terminates 50m south east of the south eastern corner of the site. The plans to upgrade its surface and provision of dedicated footways is considered a betterment to the existing conditions and this improvement is expected to be welcomed by local stakeholders.

Appendix A TPA Access Feasibility Report (June 2016)

Summer House Farm

Potential Development of Land at Water Lane, MELBOURN

Project Reference: 1409-21/TN/01

Access Feasibility

Transport Planning Associates

Sheraton House
Castle Park
Cambridge
CB3 0AX

01223 370135
cambridge@tpa.uk.com
www.tpa.uk.com

1 INTRODUCTION

1.1 Transport Planning Associates has been instructed by Summer House Farm to examine the options for access to land off Water Lane for a residential development of approximately 100 dwellings.

1.2 The views of the highway authority, Cambridgeshire County Council have been sought in respect of a number of matters, including:

- Site access and Visibility
- Pedestrian provision
- Emergency requirements
- Highway adoption
- Walking and cycling access to local schools etc.

1.3 Addressing each of these issues in turn, the County Council has advised that at the junction of Water Lane and Greengage Rise a junction inter – visibility splay of 2.4m x 43m is required. The County Council has expressed concern that a splay distance of 43m to the right (into Greengage Rise) might be difficult to achieve due to the alignment of Greengage Rise, however, our drawing (1409-21/SK02 Rev A) demonstrates that appropriate visibility splays are achievable. It is relevant to appreciate too, that a 43m visibility splay is necessary for conditions where vehicle speeds are recorded at 30mph. Given the uphill inclination of Greengage Rise on the approach to Water Lane and the nature of the junction, speeds are likely to be less which reduces the necessary visibility splay.

1.4 A pedestrian footway is shown along the eastern side of Water Lane and the County Council suggests that this results in pedestrians crossing twice on journeys to towards schools and is therefore less safe than if the footway were located along the western side. Whilst there is an additional crossing movement involved, traffic movements both from the development and from Greengage Rise are modest and hence conflicts are unlikely. The footway located as shown in our drawing enhances visibility splays.

1.5 During initial discussions with the County Council, it was suggested that development of circa 100 – 120 dwellings was acceptable from a single point of access, the County is of the opinion

that a pedestrian / cycle link to Water Lane would alleviate concerns. Water Lane forms a public bridleway and during pre-application submissions, the opinions of the County Council to the change in status of Water Lane were sought and there was no suggestion that this was unacceptable.

1.6 It was suggested by the County Council that Cambridgeshire Fire and Rescue Service does not support access to development of more than 100 units being provided from a single junction, however, this is not consistent with advice we have received from the local fire service on projects elsewhere in the County. The key issue seems to revolve around whether or not access is likely to be obstructed or restricted and in this particular instance, there is no reason why vehicles would park on-street along the improved section of Water Lane.

1.7 The County Council advised that they would expect to adopt the roads and footways associated with the proposed development, including the improved alignment of Water Lane.

1.8 There has been no suggestion from the County Council that the walking distances to local services and amenities is unacceptable for a development in this location. The County Council has considered the requirements of parents and children on journeys to school in the examination of the proposed footway provision along Water Lane. We have examined the local distances to public transport and the closest bus stop lies approximately 7 minutes' walk from the boundary of the site. Whilst beyond a distance of 5 minutes', the distance often deemed to be the desirable maximum, bus services are accessed more quickly than would be the case associated with land promoted for development adjacent to New Road.

Conclusion

1.9 During the course of discussions with the County Council, at no point has there been a suggestion that development in this location is unacceptable.

1.10 The County Council has not suggested that the design and form of improvement of Water Lane is unacceptable.

1.11 The County Council has not suggested that the junction of Greengage Road and Water Lane is unacceptable and has confirmed that 2.4m x 43m visibility splays are required.

1.12 Adequate and suitable visibility splays have been demonstrated in our drawings to date.

1.13 During the course of discussions with the County Council there has been no suggestion that walk distances to local transport services or amenities schools and places of work are unacceptable.

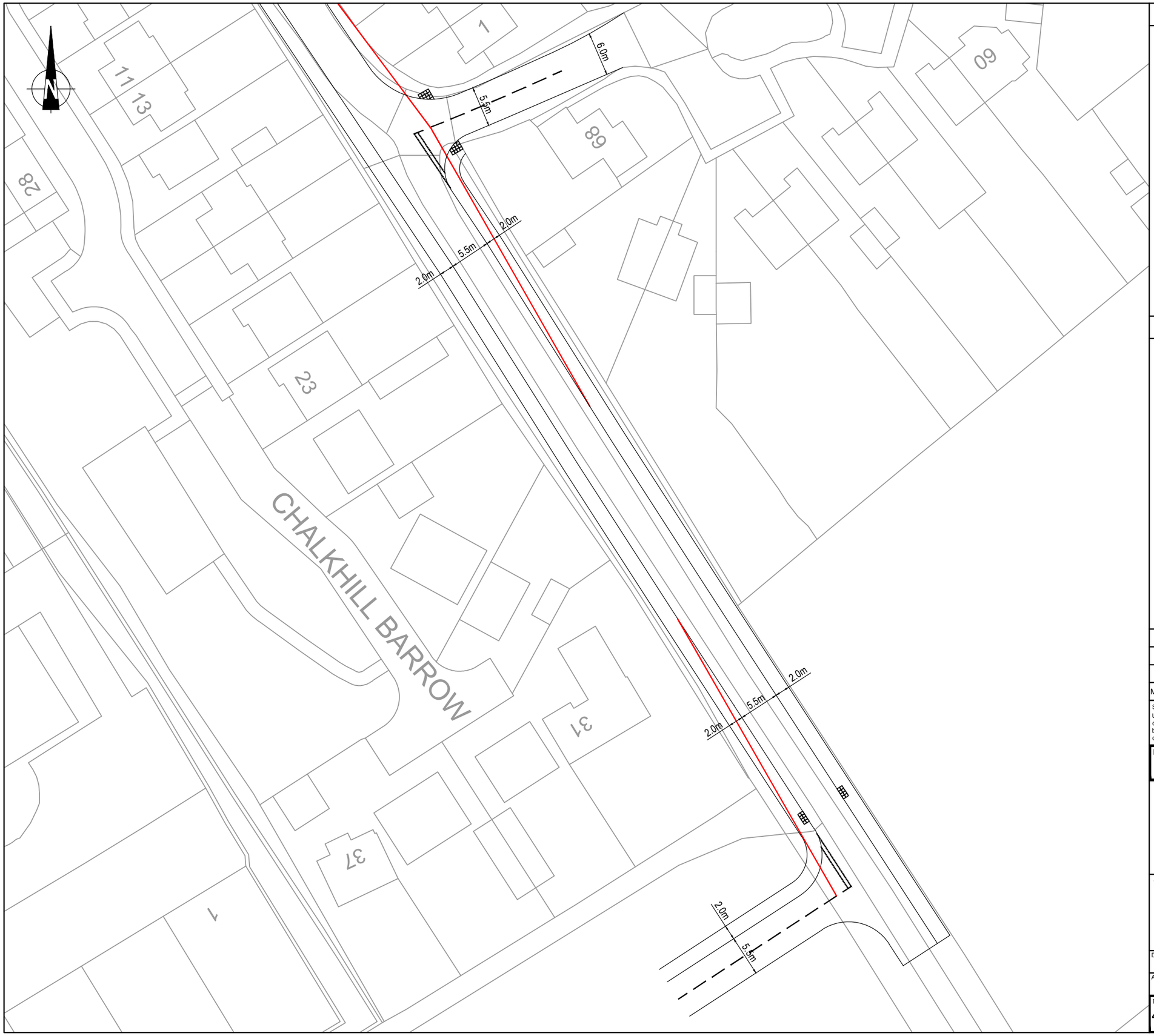
DOCUMENT SIGNATURE AND REVIEW SHEET

	Prepared By:	Checked By:	Approved for issue
Name	Julian Clarke	Stuart Morse	Julian Clarke
Signature	JC	SM	JC
Date	16 June 2016	16 June 2016	16 June 2016

Document Review

Revision	Date	Description	Checked By

Appendix B Proposed Access Design



NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
3. ALL COORDINATES ARE IN METRES RELATIVE TO ORDNANCE SURVEY NATIONAL GRID.
4. THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK OR PREPARING SHOP DRAWINGS.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS AND ARCHITECTS DRAWINGS AND SPECIFICATIONS.

LEGEND

VISIBILITY 2.4m x 43m

Mark	Revision	Date	Drawn	Chkd	Appd
A	LAYOUT AMENDED	04.10.17	JG	JS	JS

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
PRELIMINARY

WATER LANE, MELBOURN

ACCESS DESIGN

Client
STRUTT & PARKER

Date of 1st Issue	Designed	Drawn
22.09.2017	-	JG
A3 Scale	Checked	Approved
1:500	JS	-
Drawing Number		Revision
42006_5501_SK01		A

pba peterbrett
Offices throughout the UK and Europe
www.peterbrett.com

CAMBRIDGE
Tel: 01223 882 000

Appendix B

Our ref: CCC124298668
Your ref: 11010799

Date: 13th June 2019

Contact: Ryan Baker
Direct dial: 01223 715644
E Mail: Searches@cambridgeshire.gov.uk

Cambridgeshire County Council

Place and Economy
Highways Service
Executive Director, Graham Hughes

Box No. STA2101
Cambridgeshire County Council
Stanton Way Depot
Huntingdon
PE29 6PY

Search Acumen
Maidstone Solutions
N/A New Cut Road
Maidstone
ME14 5NZ

Dear Sirs,

Land at Water Lane, Melbourn, SG8 6DN

Thank you for your online enquiry. Please see below for the responses to the questions raised in your letter.

1. Please find attached a plan showing the extent of the highway maintained at public expense for the roads in the vicinity of the Property. The extent of the highway will include the carriageway and any verge as shown on the plan, up to the top edge of the carriageway side of the drain/ditch.

2. Yes there is a public right of way adjoining the property. Please see the attached plan for the Public Rights of Way that cross over or are adjacent to the property.

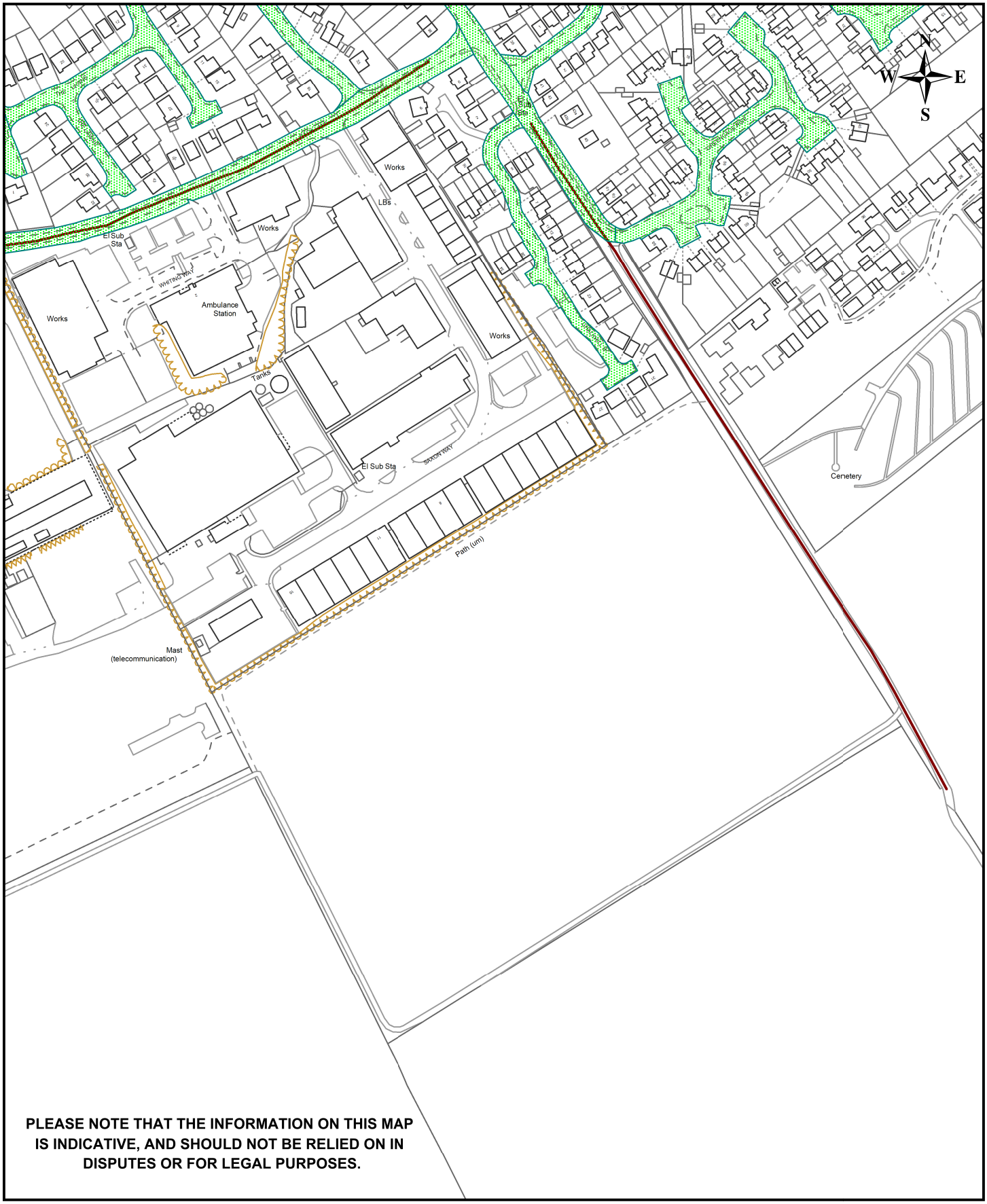
4. There are no other improvements or developments that will directly affect the flow of traffic of the roads in and around the property.

I trust this answers all the questions raised in your letter. If you have any further queries regarding the above then please do not hesitate to contact me.

Yours faithfully

Ryan Baker
Asset Information Searches Officer

Cambridgeshire County Council



PLEASE NOTE THAT THE INFORMATION ON THIS MAP IS INDICATIVE, AND SHOULD NOT BE RELIED ON IN DISPUTES OR FOR LEGAL PURPOSES.

Scale: 1:3000
Date: 13/06/2019
By: Ft305

Highway boundary plans are determined using Ordnance Survey mapping at a scale of 1:1250 or 1:2500. Please refer to Ordnance Survey's Statement of accuracy when comparing with a site survey

Legend

Public highway (green)

Public Footpath (purple)
Public Bridleway (green)
Byway Open to All Traffic (brown)
Parish boundary (yellow)

Appendix C

Key

- BOAT (assumed position) - 30ft wide
- Highway land
- Unregestered

NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check

lime TRANSPORT

5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status: PRELIMINARY

Date: 13/12/2021

Scale: 1:200@A1

Project: Water Lane, Melbourn, Cambridge

Drawn: JP

Checked: HLJ

Project No: **21129**

Title: Land ownership and public rights

Client Project No:

Revision:

Drawing No: 21129.TOPO.101.02

Appendix D

N

33m

2.4m

31.4m

Greengage Road

63

1

113

89

WSV

MH CL 37.13

LTC

WSV

LP

MH CL 37.01

RP

38.01

38.29

38.29

38.47

38.45

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING

NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check

lime TRANSPORT

5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status: PRELIMINARY

Date: 13/12/2021

Scale: 1:100@A1

Project: Water Lane, Melbourn, Cambridge

Drawn: JP

Checked: HLJ

Project No: **21129**

Title: Access deisgn with Visibility Splays
33m x 2.4m (North)
31.4m x 2.4m (South)

Client Project No:

Revision:

Drawing No: 21129.TOPO.101.01