

## TECHNICAL NOTE

**Job Name:** Water Lane, Melbourn  
**Job No:** 42066  
**Note No:** 001  
**Date:** 2<sup>nd</sup> January 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 3<sup>rd</sup> 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 3<sup>rd</sup> 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 not known. CCC confirmed that notwithstanding the ownership issues, the access road to and within the site would meet the tests for CCC to adopted highway. CCC recommended the following steps to the applicant.



## TECHNICAL NOTE

- 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, officers of the Highway Authority will inspect the construction. The road would then be offered to Cambridgeshire County Council Highways for adoption with the PRoW extinguished.

It should be noted that PBA and Strutt & Parker have been advised by CCC that there is a risk that a Parish Council can object to the stopping up of a PROW. If this were the case, then the decision would need to be heard by the Secretary of State (SoS) with no guarantee of success. Therefore, the alternative and potentially 'worst case' scenario, should the Parish Council object is that the road to and within the development would remain as an un-adopted and privately maintained highway with the PROW maintained along its length.

Contextually to the potential stopping up the PROW, which is of significant importance to local stakeholders, 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)**



████████████████████

## Potential Development of Land at Water Lane, MELBOURN

Project Reference: 1409-21/TN/01

Access Feasibility

---

# 1 INTRODUCTION

1.1 Transport Planning Associates has been instructed by ██████████ 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
<b>Name</b>	Julian Clarke	Stuart Morse	Julian Clarke
<b>Signature</b>	JC	SM	JC
<b>Date</b>	16 June 2016	16 June 2016	16 June 2016

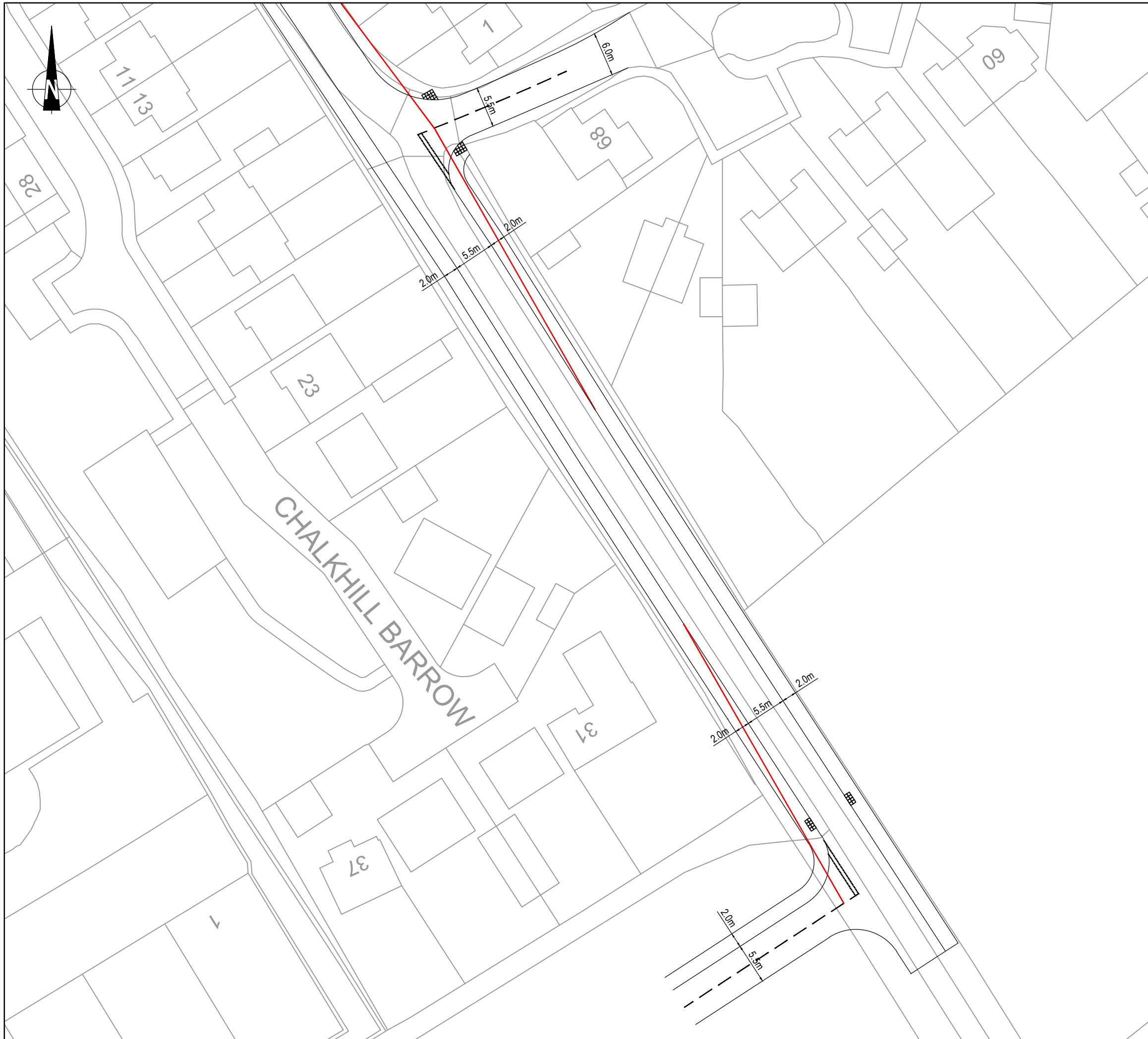
**Document Review**

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 22.09.2017	Designed -	Drawn JG
A3 Scale 1:500	Checked JS	Approved -
Drawing Number <b>42006_5501_SK01</b>	Revision <b>A</b>	

Offices throughout the UK and Europe  
[www.peterbrett.com](http://www.peterbrett.com)  
 © Peter Brett Associates LLP  
 CAMBRIDGE  
 Tel: 01223 882 000