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**Proposed Residential Development
Land at Comberton Road, Toft, Cambridgeshire**

Transport Statement

Turnwood (Hardwick Road) Ltd

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1.0 INTRODUCTION

This transport statement is prepared in support of an outline planning application submitted by Turnwood (Hardwick Road) Ltd relating to development proposals for land fronting Comberton Road, Toft, Cambridgeshire.

This transport statement supports a full planning application for the development of the site for a development of 6 residential housing units, served by a private drive from Comberton Road.

It contains specific reference to the access and parking provision for the scheme, together with an appraisal of the proposed development and site location in terms of current planning policy as it relates to transportation and accessibility criteria.

This Assessment has been prepared in accordance with 'Guidelines for Transport Assessments' published by the Department for Transport in March 2007. It also takes into account latest Planning Policy Guidelines, and the scope is based on Cambridgeshire County Council's, as highway authority, guidelines for undertaking such assessments.

2.0 THE PROPOSED DEVELOPMENT

2.1 Site Location

The location of the site is shown on Drawing 1.

The site is located to the north of Comberton Road, Toft, Cambridgeshire which at this point is also classified as the B1046. The site is bordered by existing residential and commercial development respectively to the west and north, the southern boundary is Comberton Road whilst the eastern boundary abuts agricultural land.

The village centre of Toft, which includes a number of services which will be assessed in Section 3, is located a short distance to the west of site accessed along Comberton Road and High Street. From the site, the B1046 runs eastwards to the M11 motorway junction, which is some 5 kilometres to the east, and thereafter to Cambridge. Towards the west, High Street runs through the village centre and thereafter onwards to Bourn and the A1198.

2.2 Existing Use

The development site comprises rough ground with scattered scrub.

2.3 The Proposed Development

The proposed development comprises the provision of 6 residential units.

Associated with the residential development will be the provision of car parking spaces for each unit in the form of car ports and associated car parking spaces. Cycle storage is to be provided within the site within each plot curtilage, within the car ports or sheds as appropriate.

The access arrangements with the public highway will comprise the creation of a single point of access onto Comberton Road laid out as a new purpose-built private drive to accord with the design standards set out in the Cambridgeshire Design Guide for Streets and Public Realm and Manual for Streets 2. The geometric parameters of this access are assessed in Section 4.

3.0 EXISTING CONDITIONS

3.1 National and Local Planning Policy Background

The type and location of the development requires the supporting Transport Statement to give full regard to the current planning policy framework. Accordingly, the following national and local planning policy guidance on the transportation and accessibility implications of the development will be considered:

- National Planning Policy Framework (March 2012)
- Planning Practice Guidance (March 2014)
- Cambridgeshire Local Transport Plan 2011 - 2026 (March 2011)
- South Cambridgeshire Local Development Framework, including:
 - Core Strategy Development Plan Document (adopted January 2007)
 - Development Control Policies Development Plan Document (adopted July 2007)

3.1.1 National Planning Policy

National Planning Policy Framework (March 2012)

On 27th March 2012, the National Planning Policy Framework (NPPF) was published. The NPPF sets out the Government's planning policies for England, and outlines how these are expected to be applied. Its policies replaced existing national planning statements and guidance.

Although the policies contained in the NPPF are material considerations which local planning authorities should take into account, Paragraph 211 makes it clear that policies in Local Plans should not be considered out-of-date simply because they were adopted prior to the publication of the Framework. Accordingly, as noted at Paragraph 215,

due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

Furthermore, as stated at Paragraph 216, decision-takers may also give weight to relevant policies in emerging plans according to (amongst other things):

- *the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);*
- *the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).*

Paragraph 6 notes that the purpose of the planning system is to contribute to the achievement of sustainable development, pursuit of which, as outlined in Paragraph 9, involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including:

- *improving the conditions in which people live, work, travel and take leisure.*

Paragraph 17 sets out a series of core land-use planning principles that should underpin both plan-making and decision-taking, among which are that planning should:

- *proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs;*
- *encourage the effective use of land by reusing land that has been previously developed (brownfield land);*
- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*

The driving force behind these core principles is summarised at Paragraph 19 which states that:

Planning should operate to encourage and not act as an impediment to sustainable growth.

Section 4 of the NPPF relates to ‘Promoting sustainable transport’ and, at Paragraph 29, notes that:

Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Paragraph 34 states that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, it is also recognised that this ambition needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

Paragraph 35 outlines the measures that should help achieve sustainable transport, noting that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. With this in mind, the NPPF is clear that:

Developments should be located and designed where practical to:

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

Paragraph 37 notes that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

Paragraph 32 sets out the requirements for producing a Transport Statement or Assessment in support of development proposals, noting that:

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

Paragraph 39 relates to parking standards noting that if setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

Section 6 of the NPPF addresses the delivery of housing, noting at Paragraph 49 that housing applications should be considered:

in the context of the presumption in favour of sustainable development.

Paragraph 38 requires that, where practical, key facilities such as primary schools and local shops should be located within walking distance of most properties.

Paragraph 55 addresses the promotion of sustainable development in rural areas, requiring that housing should be located where it will enhance or maintain the vitality of rural communities.

Planning Practice Guidance (March 2014)

In March 2014 the Department for Communities and Local Government launched a new planning practice guidance web-based resource which provides specific advice to local planning authorities when determining planning applications within the context of the NPPF.

The PPG document therefore develops the content of the NPPF, and therefore has been referred to where necessary to provide the background to the framework itself.

3.1.2 Local Planning Policy

Cambridgeshire Local Transport Plan 2011 – 2026 (March 2011)

The third Cambridgeshire Local Transport Plan (LTP) was adopted at a meeting of the full Council on March 29th 2011. The LTP demonstrates how the Council's policies and plans for transport will contribute towards the County Council's vision of "*creating communities where people want to live and work: now and in the future*". As were previous LTPs, the third LTP was produced in partnership with Cambridge City Council and the district councils of East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire.

The LTP sets out the objectives, a strategy and a programme for transport in the County, and seeks to address existing transport challenges, as well as setting out the policies and strategies to ensure that planned large-scale development can take place in the county in a sustainable way.

Accordingly, the LTP contains five specific objectives which will contribute towards delivering the County Council's recently developed priorities of: *“supporting and protecting people when they need it most”*; *“helping people to live independent and healthy lives in their communities”*; and *“developing our local economy for the benefit of all”*.

Accordingly, the five specific objectives of the LTP are as follows:

1. *Enabling people to thrive, achieve their potential and improve quality of life;*
2. *Supporting and protecting vulnerable people;*
3. *Managing and delivering the growth and development of sustainable communities;*
4. *Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise;*
5. *Meeting the challenges of climate change and enhancing the natural environment.*

To achieve these objectives the LTP presents a strategy based on two key approaches, specifically:

- *to widen choice for transport users; and*
- *to manage demand for transport.*

A series of possible measures have been identified to achieve the LTP's objectives and those that have most relevance to this proposal include the following:

- *Discourage use of cars where alternatives exist and encourage use of sustainable means of transport such as walking, cycling and public transport;*
- *Facilitate active travel through improvements in footpaths and cycle ways;*
- *Influence planning decisions to co-locate housing with jobs and services to reduce the need to travel;*
- *Influence the design of new developments to promote road safety and encourage travel by foot and bicycle;*
- *Implement travel plans and other smarter choices measures such as car clubs and car sharing;*
- *Encourage behavioural change away from single occupancy car use.*

South Cambridgeshire Local Development Framework

The Local Development Framework (LDF) is a suite of documents intended to guide development within South Cambridgeshire. This said, the Council has started reviewing specific adopted LDF documents in the process of preparing a new South Cambridgeshire Local Plan. This new Local Plan will set out the planning policies and proposals to guide the development and use of the land in the district for the period up to 2031.

Following public consultation in 2013, the proposed Local Plan was submitted to the Secretary of State in March 2014. Public examination hearings will begin in November 2014 and, subject to the Planning Inspector's findings, it is anticipated that the new Local Plan will be adopted in 2015.

In the meantime, however, the Development Plan Documents (DPDs) and Area Action Plans (AAPs) that have been adopted by the District Council, and which form part of its Local Development Framework, continue to be a material consideration for this planning application.

Core Strategy Development Plan Document (adopted January 2007)

The Core Strategy DPD includes the following strategic objectives:

- ST/a To provide an adequate and continuous supply of land for housing and employment, to meet strategic requirements, in sustainable locations.*
- ST/b To locate development where access to day-to-day needs for employment, shopping, education, recreation, and other services is available by public transport, walking and cycling thus reducing the need to travel, particularly by private car.*
- ST/k To locate development where it will ensure maximum use of previously developed land and minimise loss of countryside and the best and most versatile agricultural land.*

Development Control Policies Development Plan Document (adopted July 2007)

The Development Control Policies DPD has the following travel-related objectives:

- TR/a To provide a transport system that meets the needs of the economy.*
- TR/b To reduce the need to travel, and where travel is unavoidable, to increase the use of sustainable modes.*
- TR/c To promote the use of more sustainable modes of travel such as public transport, community transport, walking and cycling by making such modes more integrated, highly accessible, safer and more attractive to use.*
- TR/d To promote sustainable travel by ensuring new development takes place in locations with, or with potential for, good accessibility by non-motorised modes to facilities and services and ensuring provision for all transport modes.*
- TR/e To minimise the amount of car parking provided in new developments, within the context of maximum car parking standards, compatible with its location and availability of alternative transport modes, to avoid over-reliance on the car.*
- TR/f To promote a healthy lifestyle through travel choice.*
- TR/g To improve the safety of travel for all people and all modes, including measures to reduce the number and severity of road accidents.*
- TR/h To improve personal safety and accessibility for all modes and all people, including those with disabilities.*
- TR/i To reduce the environmental impact of travel, to conserve energy and reduce air pollution by limiting the growth in road traffic.*
- TR/j To provide transport proposals that protect or enhance the built and natural environment.*
- TR/k To safeguard land for highways and other transport proposals.*
- TR/l To encourage the provision of transport improvements through the development process.*

The policies contained within the Development Control Policies DPD that are most relevant to this application are as follows:

POLICY TR/1 Planning for More Sustainable Travel

1. *Planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s).*
2. *In considering planning applications the Council will seek to ensure that every opportunity is taken to increase integration of travel modes and accessibility to non-motorised modes by appropriate measures including:*
 - a. *Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the aims of the Local Transport Plan;*
 - b. *Securing on-site and / or off-site design proposals that promote integrated travel and access by non-motorised modes as far as practicable (including walking and cycling) and facilitate and encourage their use;*
 - c. *Minimising the amount of car parking provision in new developments, compatible with their location, by encouraging shared use parking (where appropriate) and restricting car parking to the maximum levels;*
 - d. *Ensuring that new developments are located and designed at the outset with permeable layouts to facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges;*
 - e. *Requiring safe and secure cycle parking.*
3. *The Local Transport Plan road user hierarchy will be taken into account in the determination of planning applications to ensure adequate emphasis has been placed on the relevant modes, although no modes should be promoted to the exclusion of others.*

POLICY TR/2 Car and Cycle Parking Standards

1. *Car parking should be provided in accordance with the maximum standards set out in Appendix 1, to reduce over-reliance on the car and to promote more sustainable forms of transport.*
2. *In some locations, such as those with good accessibility to facilities and services, and served by High Quality Public Transport, the Council will seek to reduce the amount of car parking provided. Where opportunities arise, for example, on mixed-use sites, shared use parking and car pooling will be encouraged to minimise provision.*
3. *Cycle parking should be provided in accordance with the minimum standards set out in Appendix 2 to ensure the provision of adequate secure parking.*

POLICY TR/3 Mitigating Travel Impact

1. *New developments will be required to mitigate their travel impact, including their environmental impact, such as noise, pollution and impact on amenity and health. This may mean ensuring adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and Section 106 contributions, in accordance with the tests in Circular 05/2005.*

2. *Financial contributions will be sought towards improvements in transport infrastructure in the wider area affected by increased development, in particular to support public transport, cycling and walking.*

3. *Proposals for 'major development'¹ or where a proposal is likely to have 'significant transport implications'² the Council will require developers to submit the following alongside planning applications:*

- a. *A Transport Assessment; and*
- b. *A Travel Plan.*

4. *All other planning applications should be accompanied by a Transport Statement to demonstrate that the development will achieve adequate mitigation of its transport impacts.*

5. *Travel Plans should demonstrate how it is intended to meet the tests in the first paragraph above. In appropriate cases the content of the Travel Plan may be reflected in planning conditions or a planning obligation. Travel Plans should have measurable outputs, related to targets or aims in the LTP, and provide monitoring and enforcement arrangements. A Travel Plan could also help address a particular local traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds. The weight to be accorded to a Travel Plan will be influenced by the extent to which it affects the acceptability of the proposal and how far it can be enforced. Planning conditions or obligations may be appropriate means of securing the provision of some or all of a Travel Plan, including a requirement for the production of an annual monitoring and progress report.*

6. *In relation to outline planning applications, a framework for the preparation of Travel Plans will be submitted with the application proposals.*

POLICY TR/4 Non-motorised Modes

1. *The District Council will use its planning powers to support increased use of non-motorised modes by all sectors of society, including cycle use and walking, by ensuring that new developments are located and designed at the outset to facilitate and encourage short distance trips between home, work, schools and colleges, other suitable destinations and for leisure. Apart from minimising the distance between trip origins and destinations it will be important to ensure:*

- a. *That adequate safe and secure cycle parking is provided in accordance with the standards in Policy TR/2;*
- b. *That individual developments contribute to the maximum possible extent to achieving the aims of the Local Transport Plan;*
- c. *That detailed designs and layouts are permeable and encourage cycle use and walking for all or part of a journey, e.g. by including safe, direct links to schools, nearby centres of attraction and public transport interchanges, contributing towards the provision of an improved and integrated walking and cycling network in the locality, and providing safe crossing places over main roads.*

2. *In assessing such future provision for non-motorised modes, the District Council will use the following priorities:*

- d. *1st priority – provide links to centres with a good range of facilities / services, including major employment areas;*

- e. *2nd priority – safer routes to schools, provided school buses are not put at risk;*
- f. *3rd priority – leisure and recreation routes.*

3. Any new routes must form safe, highly accessible and convenient connections with Cambridge, Northstowe, the market towns and surrounding villages and link to the existing network.

4. Planning decisions will need to consider the effect of proposed development on the effectiveness and amenity of these routes and take account of the need to extend or improve the attractiveness of the network, including through improved maintenance, crossings, signposting and waymarking of cycleways, footpaths and other rights of way. Where appropriate the District Council will negotiate with the relevant landowners and organisations to extend, or where necessary amend, the network of public rights of way including circular routes.

Standards for Car and Cycle Parking Provision

Appendix 1 and Appendix 2 of the Development Control Policies DPD outline the required parking standards for cars and bicycles, as summarised below:

Appendix 1: Standards for Car Parking Provision

Use Classes Order C3: Residential:

Average of 1.5 spaces per dwelling across the district (up to a maximum of 2 per 3 or more bedrooms in poorly accessible areas).

According to Appendix 1, developers will be required to provide car parking spaces in accordance with the maximum standards. When considering the layout and design of parking, reference should be made to Policy DP/2 and the Design Supplementary Planning Document. At least 5% of the total number of car parking spaces should be reserved for people with disabilities in addition to the standards set out above.

Paragraph 15 of Appendix 1 of the Development Control Policies DPD states that in addition to the above, provision for short-term parking generated by service vehicles, salesmen and some visitors will need to be incorporated into residential developments. Paragraph 16 notes that there are no specific required levels but that each proposal will be assessed according to the characteristics of the layout. This said, Paragraph 17 gives, as a general guide, a target that provision should not fall below 0.25 spaces per dwelling provided with 2 parking spaces. Paragraph 18 notes that visitor parking should be marked appropriately.

Appendix 2: Standards for Cycle Parking Provision

Use Classes Order C3: Residential:

1 secure cycle space to be provided, within the curtilage where possible.

In addition to these minimum standards, new developments will have to comply with the following principles:

- Cycle racks or stands should comply with the design and dimensions set out in a Supplementary Planning Document.

- All cycle parking should be designed and located to minimise the conflict between cycles and motor vehicles.

The implications of the above national and local planning policies, with particular reference to the site location and parking provision within the development, are assessed in Sections 4 and 5 of this report.

3.2 Existing Highway Network

Comberton Road in Toft is subject to a 30mph speed limit which begins approximately 180m east of the proposed access to the development site. Comberton Road is provided with a footway on the northern side, which is also designated and signposted as a cycleway. This extends along the entire site frontage and extends westwards towards the village centre and eastwards to and beyond Comberton. Street-lighting is provided on both sides of Comberton Road as it passes through Toft.

3.2.1 Traffic Flow Conditions

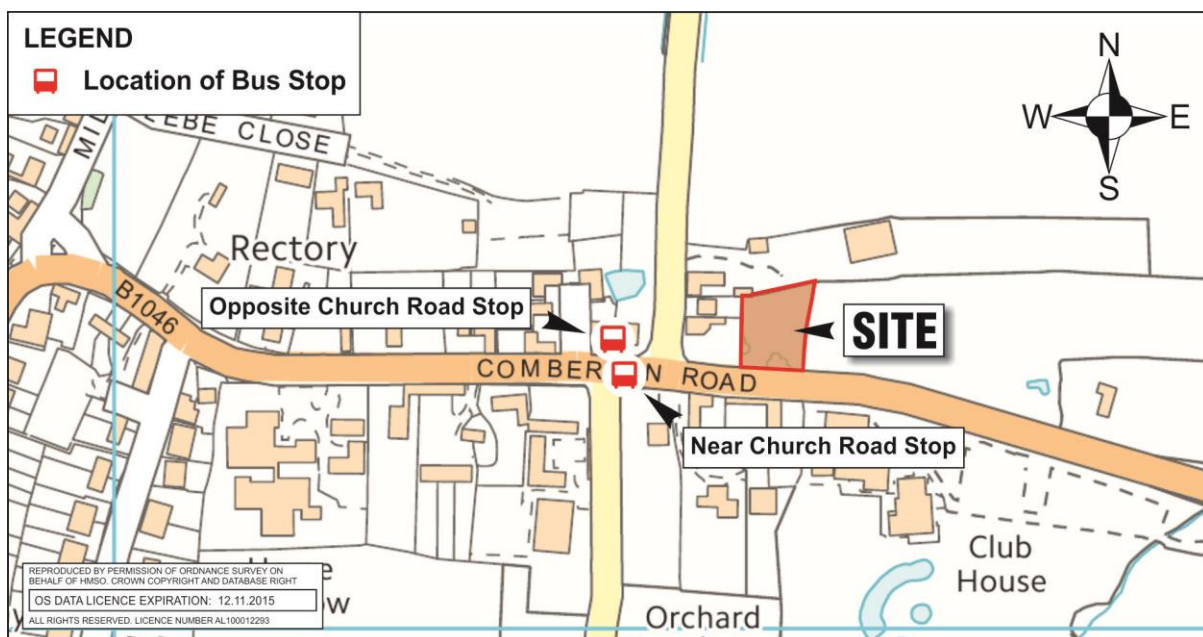
Reference to Appendix 2 of the 2011 Cambridgeshire Traffic Monitoring Report indicates that in 2011, the B1046 at Bourn, a short distance to the west, was carrying a 12-hour flow of 2,618 vehicles of which 2% were HGV and a similar figure buses. The same document quantifies the number of cycles passing through Toft in 2011 as 272.

3.3 Existing Public Transport Network

3.3.1 Bus

The nearest bus stops to the development site are the 'near' and 'opposite' Church Road stops on Comberton Road, less than 100m to the west of the access to the proposed development site. The locations of these bus stops are shown on Figure 1.

Figure 1
Locations of bus stops nearest to the development site



The Church Road stops are used by the 18 service operated by Stagecoach, the 2 service operated by Whippet Coaches, and the 28 Huntingdonshire Association for Community Transport service.

The Number 18 bus offers an hourly service between Cambourne and Cambridge via Toft throughout the daytime from Monday to Saturday, with a journey time from Toft to Cambridge of around half an hour, and from Toft to Cambourne of around 20 minutes. The first Cambridge-bound bus leaves the Church Road stop at 0706 on weekdays (0736 on Saturdays), while the last return bus leaves Cambridge at 1850. The first bus to Cambourne leaves the Church Road stop at 0818 on weekdays (0918 on Saturdays) and the last bus leaves Cambourne at 1740.

The 2 service provides a single bus between Boxworth and Cambridge via Toft on weekdays. The Cambridge-bound bus leaves the Church Road stop at 0720 and the return leg leaves Cambridge at 1745.

The Number 28 bus offers a school-run service between Gamlingay and Comberton Village College and also calls at the Church Road stops.

The operational details of each of these services are given in Table 3-1, and full timetable information, together with bus route maps, is attached at Appendix 1.

**Table 3-1:
Local bus services**

Service Number / Operator	Nearest stop to site	Route	Hours of operation	Service Frequency	First and last buses at nearest stop
18 Stagecoach	opposite Church Road stop	Cambourne - Cambridge	MON TO FRI 0636 until 1740	At 0636 and 0700 then hourly from 0840	First bus: 0706 Last bus: 1808
			SATURDAY 0700 until 1740	At 0700 then hourly from 0840	First bus: 0736 Last bus: 1808
	near Church Road stop	Cambridge - Cambourne	MON TO FRI 0750 until 1850	Hourly	First bus: 0818 Last bus: 1918
			SATURDAY 0850 until 1850	Hourly	First bus: 0918 Last bus: 1918
2 Whippet Coaches	opposite Church Road stop	Boxworth – Caldecote – Toft – Hardwick - Cambridge	MON TO FRI 0650	One bus only	0720
	near Church Road stop	Cambridge – Hardwick – Toft – Caldecote - Boxworth	MON TO FRI 1745	One bus only	1823
28 Hunts Assoc for Community Transport	opposite Church Road stop	Gamlingay - Comberton	SCHOOLDAYS 0749	One bus only	0817
	near Church Road stop	Comberton - Gamlingay	SCHOOLDAYS 1726	One bus only	1729

The implications and opportunities that the appraisals of the above location and accessibility assessments provide are examined in Section 4.

3.4 Existing Pedestrian and Cycle Facilities

Comberton Road is provided with a footway on its northern side, which is also designated and signposted as a cycleway. This extends along the entire site frontage and extends westwards towards Toft village centre and eastwards to and beyond Comberton. Street-lighting is provided on both sides of Comberton Road as it passes through Toft.

The implications of the site location are assessed further in Section 5.

3.5 Local Services and Destinations

Manual for Streets (DfT, 2007), notes at Section 4.4.1 that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to 800m) walking distance of residential areas. However, it is also noted that this is not an upper limit and that:

“walking offers the greatest potential to replace short car trips, particularly those under 2km”

Table 3-2 provides an inventory of a range of key local services and amenities that lie within walking or cycling distance of the development site. Although Toft itself only offers a post office (with shop), a Chinese restaurant (with takeaway) and a hairdressers, all of which lie within 0.4km of the development site, Comberton, which lies 2km to the east, offers a much wider range of services and amenities including both a doctors' and dentists' surgery, a post office, a library, a nursery school, a primary school, Comberton Village College (and the associated swimming pool and sports and arts centre), a convenience store, butchers and public house. These destinations provide some of the essential day-to-day services for future residents of the development site, and are considered to be within the distances that are suitable for non-car modes of travel.

The services and amenities located in Toft itself are shown on Drawing 2, together with 0.8 kilometre blanket isochrone that radiates from the centre of the site.

**Table 3-2:
Local services and amenities within the vicinity of the development site**

Category	Address	On-road distance from centre of site
Doctor	58 Green End Comberton Comberton, CB23 7DY	2.3 km
Dentist	The Appletree Dental Practice 3 West Street Comberton, CB23 7DS	1.8 km
Post office	Toft Post Office 6 High Street Toft, CB23 2RL	0.4 km
Library	Comberton Library West Street Toft, CB23 7DU	1.4 km
Primary School	Meridian Primary School Harbour Avenue Comberton, CB23 7DD	2.4 km
Secondary School	Comberton Village College West Street Toft, CB23 7DU	1.4 km

Swimming Pool	Comberton Community Swimming Club Comberton Village College West Street Toft, CB23 7DU	1.4 km
Leisure Centre	Comberton Sports and Arts West Street Toft, CB23 7DU	1.4 km
Convenience store	Toft Shop 6 High Street Toft, CB23 2RL	0.4 km
Butcher	P.S. Cruickshank 10 South Street Comberton, CB23 7DZ	1.9 km
Restaurant and Takeaway	Tai Yuen Chinese Restaurant 2 High Street Toft, CB23 2RL	0.4 km
Public House	The Three Horseshoes 22 South Street Comberton, CB23 7DZ	2.0 km

In addition to the local shops and services in Toft and Comberton, Cambridge (12 km to the east) offers the full range of services and amenities that would be expected from such a regional centre, while other services and amenities are available in Cambourne, around 10km to the north-west. Both Cambridge and Cambourne are readily accessible by bus from Toft, as outlined in the appraisal of local bus services.

The implications of the site location are assessed further in Section 5.

4.0 ACCESS AND PARKING ASSESSMENT

4.1 Access Assessment

The proposed site access arrangements to serve the development are illustrated on Drawing 10, and have been prepared with reference to the requirements of the highway authority regarding site access dimensions and the appropriate layout for a new junction onto a street such as Comberton Road in light of the prevailing traffic conditions and the nature of the development.

In light of the type of development proposed and the number of units, it is proposed to construct a conventional private drive access road into the site to serve as the vehicular and pedestrian access to the development.

The drive will be constructed to create a minimum width of 5.0m for a minimum of 10.0m from the edge of the carriageway of Comberton Road. The gradient of the access into the site will accord with the requirements of the Local Highway Authority.

Such is the width of the verge along the site frontage to Comberton Road, and the generally straight alignment of the road itself, that vehicle to vehicle visibility splays of a minimum of 2.4m x 43.0m, thus suitable for a road subject to a 30mph speed limit within an existing village environment, can be achieved, although in practice this distance is exceeded. The width of the footway and verge along the site frontage is shown on Drawing 10.

To accommodate the development the existing footway/cycleway along the site frontage will be enhanced to provide a standard width and sound surface. The access and footway will be laid out and constructed to the standards of the highway authority.

4.2 Servicing Assessment

The site will be provided with a turning facility suitable to accommodate all vehicles including fire tenders.

Bin stores will be created to enable refuse collection will be undertaken from the existing bin collection round on Comberton Road.

4.3 Site Parking Assessment

4.3.1 Standards

The Car and Cycle Parking Standards that govern the site are determined in Section 3 of this report and can be summarised as follows:

Use Classes Order C1: Residential:

Average of 1.5 car parking spaces per dwelling across the district (up to a maximum of 2 per 3 or more bedrooms in poorly accessible areas).

1 secure cycle space to be provided, within the curtilage where possible.

4.3.2 Assessment

Associated with the development will be the provision of a total of 9 car parking spaces. Each unit will be allocated a car port, and 3 units will be provided with a second space accessed through the car ports. Secure cycle storage is to be provided within each unit curtilage within the site.

The car parking provision for the site therefore comprises a suitable number of spaces for the development relating to each unit. The site is suitably accessible to non-car modes and therefore there is the potential for a number of trips to be undertaken by foot, cycle or public transport.

5.0 TRANSPORT POLICY ASSESSMENT

National and local planning policies, as described within this report, all emphasise the need to locate developments where there is a realistic and reasonable expectation that day-to-day services and facilities may be accessed by travel modes other than the private car.

Manual for Streets (DfT, 2007), notes at Section 4.4.1 that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to 800m) walking distance of residential areas. However, it is also noted that this is not an upper limit and that:

“walking offers the greatest potential to replace short car trips, particularly those under 2km”

The site location, in terms of its accessibility by non-car modes such as the footway, cycleway and bus services is described in Section 3. This indicates that the site is within close proximity of public transport links which offer regular and convenient access to Cambridge east and Cambourne to the northwest.

The audit of local services and facilities also demonstrates that these lie within a convenient and comfortable walking or cycling distance of the site as appropriate, with suitable links for pedestrians and cyclists.

It may, therefore, be reasonably concluded that the proposed development satisfies national and local planning policy regarding the availability of access by sustainable travel modes.

6.0 SUMMARY AND CONCLUSIONS

This transport statement is prepared in support of a full planning application submitted by Turnwood (Hardwick Road) Ltd relating to development proposals for land fronting Comberton Road, Toft, Cambridgeshire.

This transport statement supports a full planning application for the development of the site for a development of 6 residential housing units, served by a private drive from Comberton Road.

This transport assessment undertakes an audit of the existing traffic, transport and policy conditions that affect the site and its setting. The nature of the local traffic conditions, including the public transport services, pedestrian and cycle provision and local highway standards are all described.

The assessment concludes that the site location is suitable for the proposed development. The location of the site and local transport services available are such that future residents would have a realistic choice of travel modes. The level of car parking and the proposed means of access are determined as being wholly appropriate for the site use.

It is concluded that in transport terms the development proposal meets appropriate national and local policies aimed at securing sustainable development, and reducing both the need to travel by private motor vehicle, and the length of motorised journeys.

7.0 CLOSURE

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of Turnwood (Hardwick Road) Ltd; no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.