

# STATION ROAD, WILLINGHAM

## Initial Access Assessment

Prepared for: Carter Jonas  
on behalf of [REDACTED]

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## CONTENTS

|            |   |          |
|------------|---|----------|
| <b>1.0</b> | <b>INTRODUCTION .....</b>                                   | <b>2</b> |
| <b>2.0</b> | <b>LOCAL CONDITIONS .....</b>                               | <b>3</b> |
| 2.1        | Site Location.....  | 3        |
| 2.2        | Existing Highway Conditions .....                           | 4        |
| 2.2.1      | Station Road.....   | 4        |
| 2.2.2      | Over Road .....   | 4        |
| 2.2.3      | Haden Way.....  | 4        |
| 2.3        | Relevant Planning Applications .....                        | 5        |
| 2.3.1      | Land South of Haden Way (S/2456/15/OL).....                 | 5        |
| 2.3.2      | Land South and East of 77 Station Road (S/1428/17/FL) ..... | 6        |
| <b>3.0</b> | <b>ACCESS APPRAISAL .....</b>                               | <b>6</b> |
| 3.1        | Introduction .....  | 6        |
| 3.2        | Access Option 1.....  | 6        |
| 3.3        | Access Option 2.....  | 8        |
| <b>4.0</b> | <b>SUMMARY AND CONCLUSIONS.....</b>                         | <b>8</b> |

## DOCUMENT REFERENCES

### FIGURES

|            |                                |   |
|------------|--------------------------------|---|
| Figure 2-1 | Application Site Location..... | 3 |
| Figure 2-2 | Relevant applications .....    | 5 |

### APPENDICES

- Appendix 01: Outline Access Strategy Drawing
- Appendix 02: Station Road Access Options Drawing – Visibility Splay Plan

## 1.0 Introduction

This Initial Access Assessment has been prepared on behalf of ██████████, in association with Carter Jonas, to consider the access provision to serve the proposed allocation of land located to the west of the B1050 Station Road, Willingham, Cambridgeshire.

An area of land to the rear of properties on the western side of Station Road, Willingham has been identified for potential development for residential purposes with supporting infrastructure.

An initial appraisal of the potential means of access is therefore required, to determine the options and implications for gaining vehicular and pedestrian access to the potential development site, and any associated additional land acquisition required.

The purpose of this statement is therefore to appraise the potential access options to the site for the purposes of determine where the detailed assessments should be concentrated, and any associated land-take implications.

For the purposes of this assessment, and with the benefit of the advice supplied by Carter Jonas regarding land availability, the following access options have been examined:

- Access Option 1 - Access taken from Station Road on land situated between nos. 92 and 110 Station Road, and south of 110 Station Road.
- Access Option 2 – Access taken from Haden Way.

The assessment assumes that a vehicular access to the site will be required, both for construction and thereafter to serve the residential development. The ultimate detail of the access arrangements will depend upon both the quantum of development proposed and particularly the distribution of development parcels within the overall allocation.

However, for the purposes of this initial appraisal, the above locations have been reviewed with particular reference to the existing and future highway conditions and committed developments that may affect the access provision.

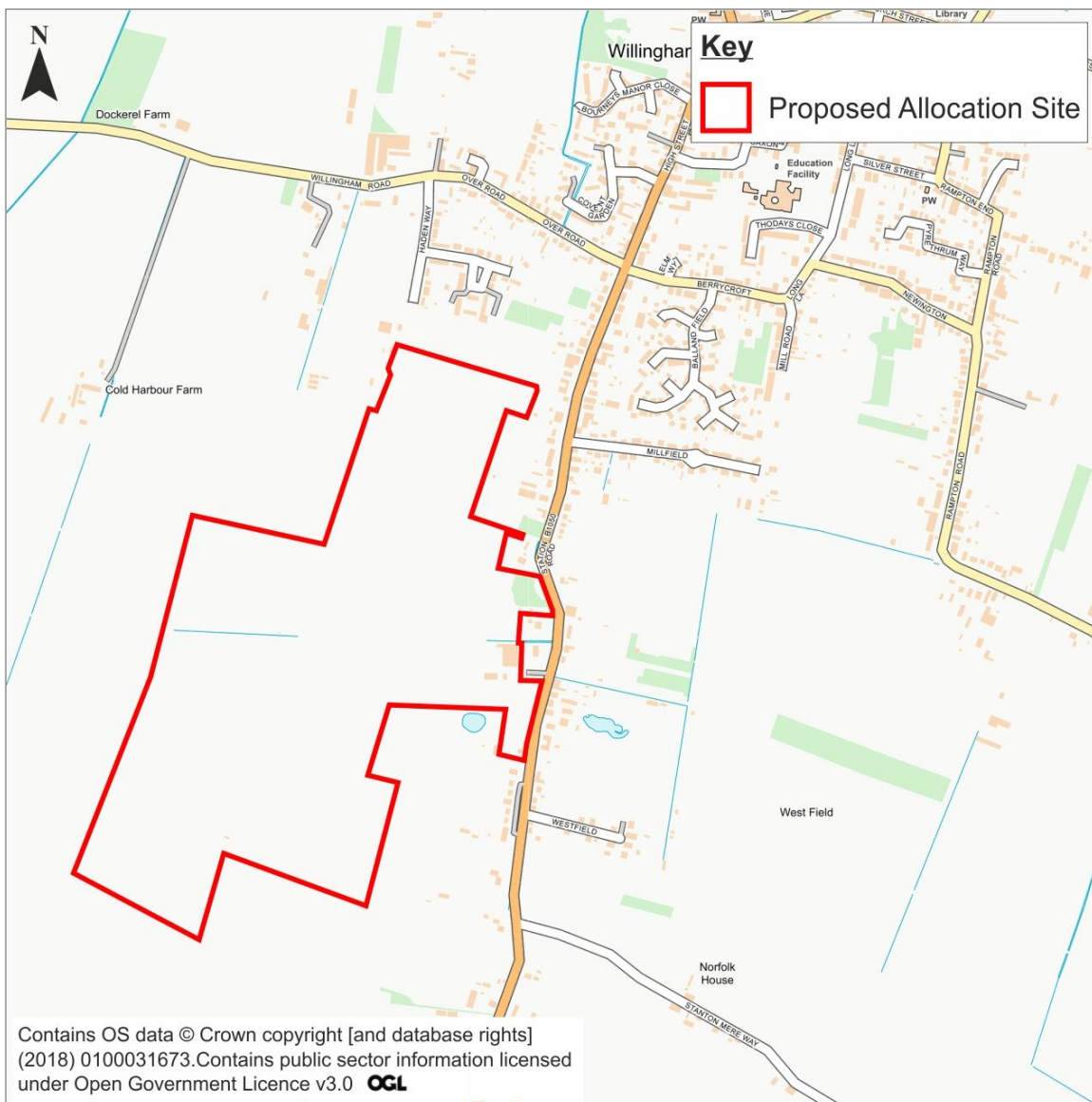
## 2.0 Local Conditions

### 2.1 Site Location

The land comprising the proposed allocation is located on land to the rear of properties on the western side of Station Road, Willingham.

Presently the site is flanked to the north, west and south by agricultural land. To the east, the site is bounded by residential properties located on Station Road aside from two short sections of land which directly abut Station Road. The location of the site is shown in Figure 2-1.

**Figure 2-1**  
**Application Site Location**



## 2.2 Existing Highway Conditions

### 2.2.1 Station Road

The B1050 Station Road is a single carriageway road which runs in a north-south orientation to the east of the proposed allocation site.

A 40mph speed limit is currently in place in the vicinity of the site and this extends southwards to the Longstanton bypass, but the Local Highway Authority has, in June/July 2018, advertised and confirmed an extension to the existing Traffic Regulation Order (TRO) on Station Road to extend the 30mph speed limit. When installed, the 30mph speed limit on this road will extend southwards from the village centre, passing the site frontages to Station Road until a point a short distance to the north of its junction with Stanton Mere Way, where the 40mph speed limit zone will commence.

Therefore, on the basis that this road will in future be the subject of a 30mph speed limit, the access assessment contained within this statement is based upon a 30mph design speed, albeit the implications of the current 40mph design speed remaining have also been included.

Although identified within the Cambridgeshire Road Hierarchy as a '*Main Distributor Road*', in proximity to the site, Station Road is mainly residential in character, with properties located to both sides of the road. Station Road is provided with footways on both sides, although that to the west is rather narrow, and street lighting, whilst also fronting the western flank is a substantial ditch which will, in any development access scenario, require culverting to create the access provision.

### 2.2.2 Over Road

Over Road which runs in an east – west direction to the north of the proposed allocation site is classified as a '*Local Road*' in the Cambridgeshire Road Hierarchy. At its junction with Haden Way, and for a short distance to the west towards Over village itself, it is subject to a 30mph speed limit, which extends eastwards into the centre of Willingham itself.

Over Road is also mainly residential in character, with properties located to both sides of the road although on the northern side opposite the access to Haden Way is a farm shop and commercial estate comprising Highgate Farm. Over Road is also provided with footways on both sides to the east of the junction with Haden Way, and street lighting.

### 2.2.3 Haden Way

Haden Way comprises a standard footway/carriageway road which runs southwards from a simple T-junction with Over Road. Haden Way comprises a carriageway of between 5.0m and 5.5m wide, which extends southwards from Over Road for a distance of some 200 metres, serving frontage development and a single estate development in depth to the east, also known as Haden Way, although fronting the road to the west is open agricultural land. There is a footway, separated by a narrow verge, on the eastern side but only a verge to the west.

At the termination of the metalled carriageway of Haden Way the road becomes a rough track, serving the agricultural land to the south.

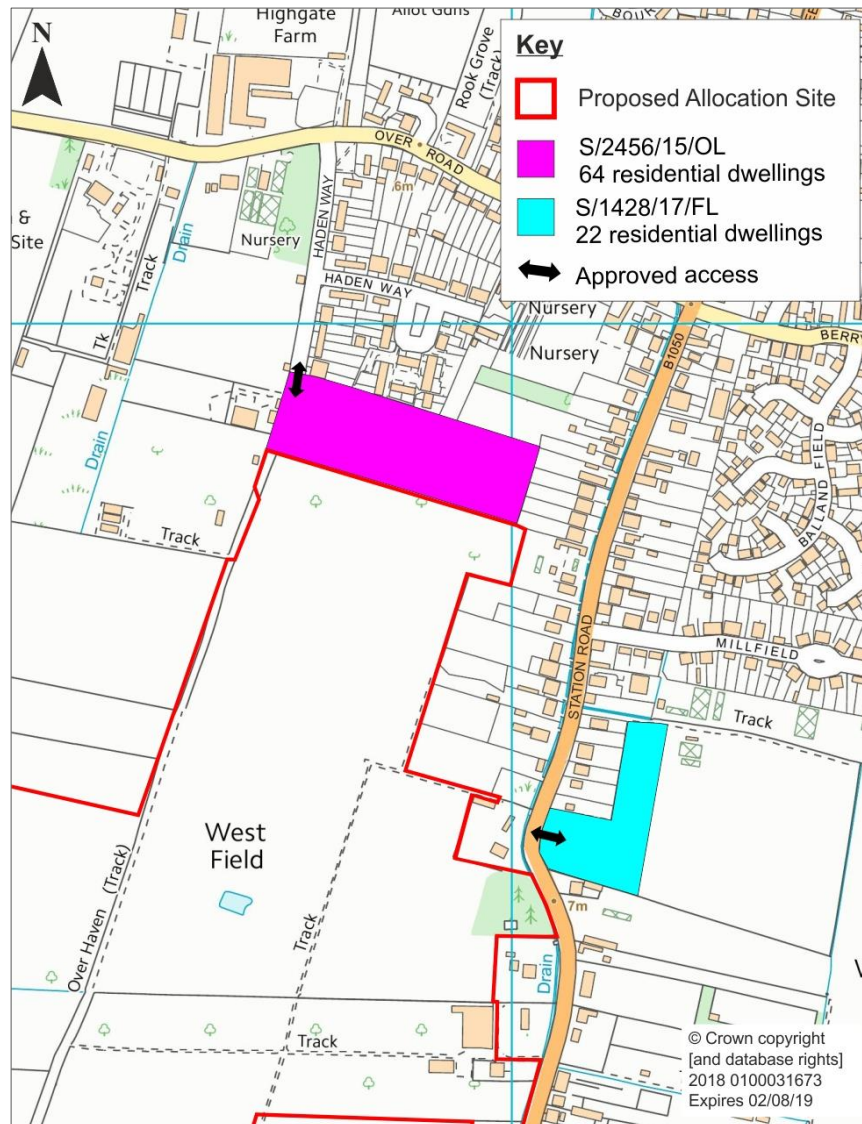
On site observations indicate that visibility from the junction of Haden Way onto Over Road towards the east is restricted by the frontage hedge of the first dwelling to the east, to the extent that it does not meet the appropriate design standards for a junction onto a 30mph road such as Over Road.

## 2.3 Relevant Planning Applications

To ascertain the implications of creating vehicular access to the overall proposed allocation, and particularly the suitability of a new access point on Station Road, it has been necessary to consider other planning applications in the site's vicinity, particularly those which may affect access to the proposed allocation site.

Two relevant applications have been identified, as shown in Figure 2-2.

**Figure 2-2**  
**Relevant applications**



### 2.3.1 Land South of Haden Way (S/2456/15/OL)

An Outline application (S/2456/15/OL) to develop land to the south of Haden Way was approved by South Cambridgeshire District Council in January 2017. The development comprises a total of 64 residential dwellings.

Under the application, access to the site is proposed using a single point of access from Haden Way, an existing residential road which runs in a north-south orientation and connects to the local highway network via a simple priority give way junction with Over Road. Haden Way, which is an adopted road, is between 5 – 5.5 metres wide and subject to a 30mph speed limit.

A Reserved Matters application was submitted to South Cambridgeshire District Council in November 2018 under reference S/4441/18/RM. This application is yet to be determined.

### 2.3.2 Land South and East of 77 Station Road (S/1428/17/FL)

A Full planning application (S1428/17/FL) to develop land to the south and east of 77 Station Road was approved by South Cambridgeshire District Council in February 2018. The development comprises 22 affordable dwellings as a rural exception site on previously undeveloped agricultural land.

Access to the site, which is presently under construction, is by way of a new access road and simple priority junction with Station Road.

The approved access road is 5.5 metres wide and includes 2 x 2.0m wide footways to both sides of the road.

The new access is situated in the centre of the site frontage and therefore just north of a bend on Station Road. To achieve the required 2.4 x 120 metres visibility splays consistent with the 40mph limit in place at the time of the submission, a small triangle of land is required just to the south of the site and it is understood this land is within the applicant's control.

However, as set out above, the speed limit on this road has subsequently been advertised for a reduction to 30mph.

For the purpose of this assessment, and in light of the proposed layout and quantum of development, it is assumed that the access road approved under this permission, and therefore the vehicle to vehicle splays secured on the access, will in time be laid out and adopted as publicly maintainable highway. The assessment of the junction locations set out in Section 3.0 therefore, to present the best case in terms of access location, includes this land for visibility splay purposes.

It should be noted, however, that if this land is not subsequently adopted as publicly maintained highway, and therefore available for splay purposes, the access locations will be moved slightly southwards, as assessed in Section 3.0 as appropriate.

## 3.0 Access Appraisal

### 3.1 Introduction

As outlined in Section 1, the following access options have been considered as part of this assessment:

- Access Option 1 – Access taken from Station Road on land situated between nos. 92 and 110 Station Road and south of 110 Station Road.
- Access Option 2 – Access taken from Haden Way.

The overall access strategy is shown in outline terms on the Drawing attached at Appendix 01 of this statement, and the individual implications of the approach proposed can be determined as follows.

### 3.2 Access Option 1

The access option from Station Road on land situated between nos. 92 and 110 Station Road will comprise the main and most appropriate access location. Access in principle to this road is acceptable, and it will offer a direct route into what are expected to be the main development areas, being those closest to the existing village itself.

If a second access is required, the ability to create an access to the south of 110 Station has also been assessed.

As set out in Section 2.0 above, the speed limit on this road has recently been advertised for a reduction to 30mph. The junction will therefore require 90.0m major road distances in both directions once the speed limit is formally in place. It is understood that the curtilages of the 2 properties that sit between to the 2 parts of the site frontage that abut Station Road are within the control of the owner of the overall site for which allocation is sought, and that this land can be used for access and splay purposes.

The standard of the access junction will be determined by the quantum of development that is to be provided within the allocation itself. In general terms, the provision of any new access that is to accommodate 300 turning movements per day should consider the installation of a right-turn facility at the junction, to protect right-turning traffic, but such provision has been seen to, in turn, encourage traffic speeds and so such access provision should not be considered unless the quantum of development is such that capacity assessments determine significant delay at the junction caused by right-turning traffic.

Drawing H010.0, attached at Appendix 02, shows 2 options for the provision of a simple T-junction to the north of no. 92 Station Road, using a major road distance of 90.0m, to reflect the future 30mph limit as well as the existing 40mph currently in place.

An assessment of the site visibility provision determines that, due to the proximity to the pronounced bend in the alignment of Station Road to the north, the centreline of the access road will need to be a minimum of 70.0m to the south of the centreline of the opposing junction. By locating the junction at this point, a splay of 2.4m x 90.0m can be achieved to the north, including the land included in the vehicle to vehicle splays secured on the access opposite, which it is assumed will in time be adopted as publicly maintainable highway. If not, the access junction can still be provided within this frontage by a slight relocation to the south.

Due to the alignment of the road towards the south, the 2.4m x 90.0m splay towards the south will cross land within the curtilage of no. 92 Station Road to a depth of some 2.0m, but not affect the buildings themselves. The splays must be laid out as part of the publicly maintainable highway, if the internal access roads are to be adopted as public highway.

The provision of a junction with splays of 2.4m x 120.0m, should the speed limit extension for any reason not be installed, will move this access junction southwards. This will take the access road partly through the curtilage of the northern of the 2 dwellings that abut Station Road. It will therefore be necessary to accommodate this curtilage, and that of the property to the south, within the land for which the allocation is sought, as this land will be integral to the access provision but, as determined above, it is fully anticipated that the impact will only be for visibility splay purposes.

Any development that exceeds 300 units will require a second point of access, and so once the principal point of access from Station Road has been determined, the position of the second point, or internal layout, can be determined and located accordingly.

Due to the alignment of Station Road to the south, a 90.0m or 120.0m major road distance is generally not impeded in either direction, and so there is no limitation in terms of the location of the access in terms of its off-set from the southern boundary of the land, other than the final parcel is narrow in terms of depth to enable the access road to thereafter route westwards.

The location of a possible junction to the south of 110 Station Road is shown on Drawing H010, which determines that for either option, the junction has no limitations in terms of the splay provision within the site or highway, although the splay provision may cross the land within the curtilage of 110 Station Road if the junction were to be positioned towards the northern end of this frontage.

### 3.3 Access Option 2

As determined in Section 2.3, Haden Way comprises a standard footway/carriageway road with a carriageway of between 5.0m and 5.5m wide, which runs southwards from Over Road for a distance of some 200 metres, serving frontage development and a single estate development in depth to the east, also known as Haden Way.

At the termination of the metalled carriageway of Haden Way the road becomes a rough track, serving the agricultural land to the south.

Notwithstanding the recent approval in outline for a further 64 dwellings served by way of Haden Way, on site observations indicate that visibility from the junction of Haden Way onto Over Road towards the east is restricted by the frontage hedge of the first dwelling to the east to the extent that it does not meet the appropriate design standards for a junction onto a 30mph road such as Over Road.

For this reason, it is not proposed that this route be investigated for promoted as a means of vehicular access to the proposed allocation, other than as an emergency vehicle/pedestrian and cycle route.

## 4.0 Summary and Conclusions

This Initial Access Assessment has been prepared on behalf of James Manning, in association with Carter Jonas, to consider the access provision to serve the proposed allocation of land located to the west of the B1050 Station Road, Willingham, Cambridgeshire.

An area of land to the rear of properties on the western side of Station Road, Willingham has been identified for potential development for residential purposes with supporting infrastructure. An appraisal of the potential means of access has therefore been undertaken to determine the options and implications for gaining vehicular and pedestrian access to the potential development site, and any associated additional land acquisition required.

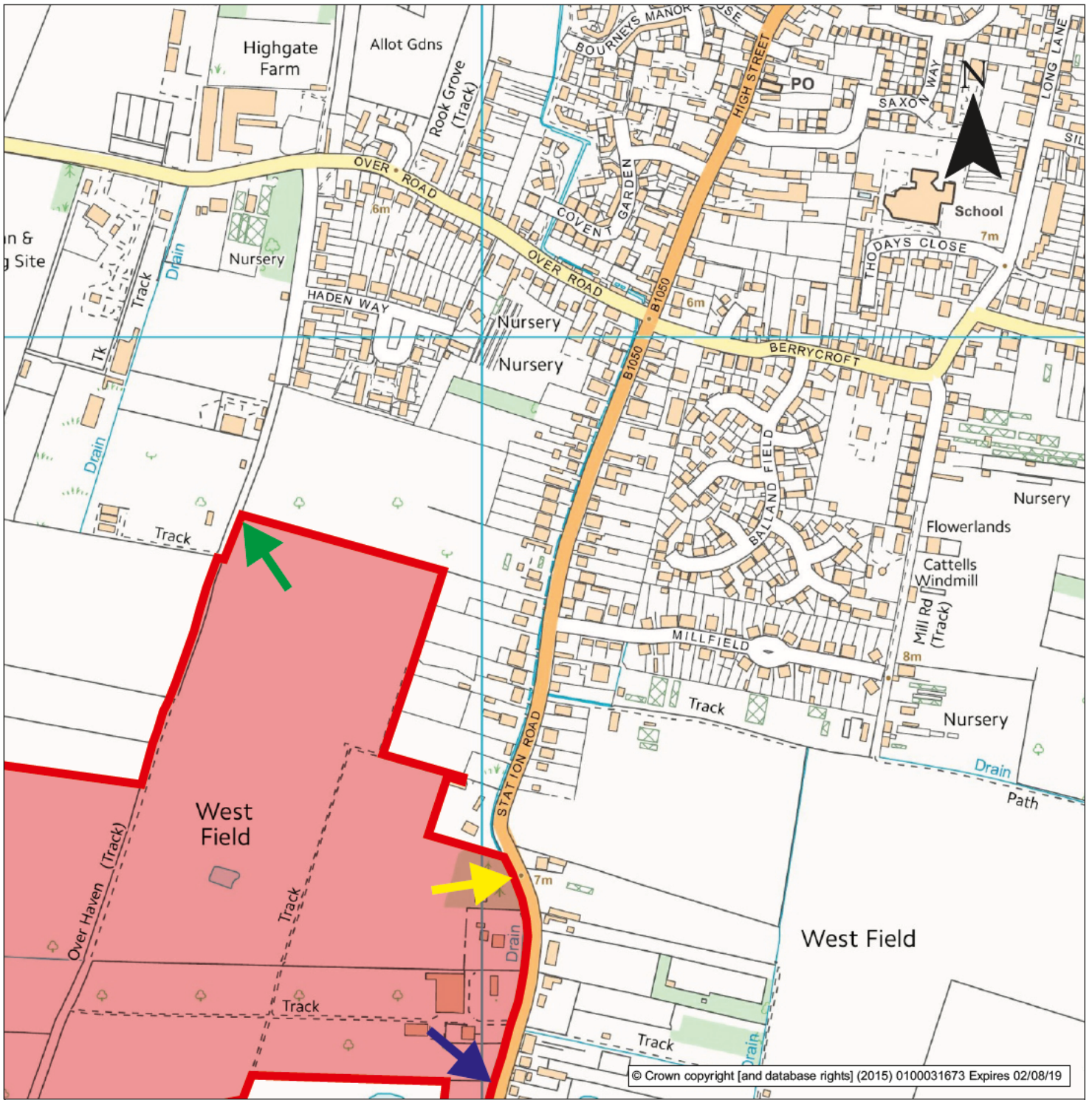
It is concluded that:

- A new access will be required from Station Road to serve as the main vehicular access. This will require the inclusion of the curtilage of the 2 properties that sit between to the 2 parts of the site frontage that abut Station Road, as this land will be required for splay purposes.
- The access from Haden Way is not suitable as a means of vehicular access to the proposed allocation, other than as an emergency vehicle/pedestrian and cycle route.

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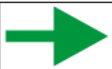
## APPENDIX 01

### Outline Access Strategy Drawing



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**LEGEND**

-  Primary Vehicle Access Point
-  Secondary Vehicle Access Point
-  Pedestrian/Cycle and Emergency Access





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**LAND WEST OF STATION ROAD,  
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**TRANSPORT STATEMENT**

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**OUTLINE ACCESS STRATEGY**

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**DRAWING No 1**

|                       |                    |
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| Scale<br>not to scale | Date<br>MARCH 2019 |
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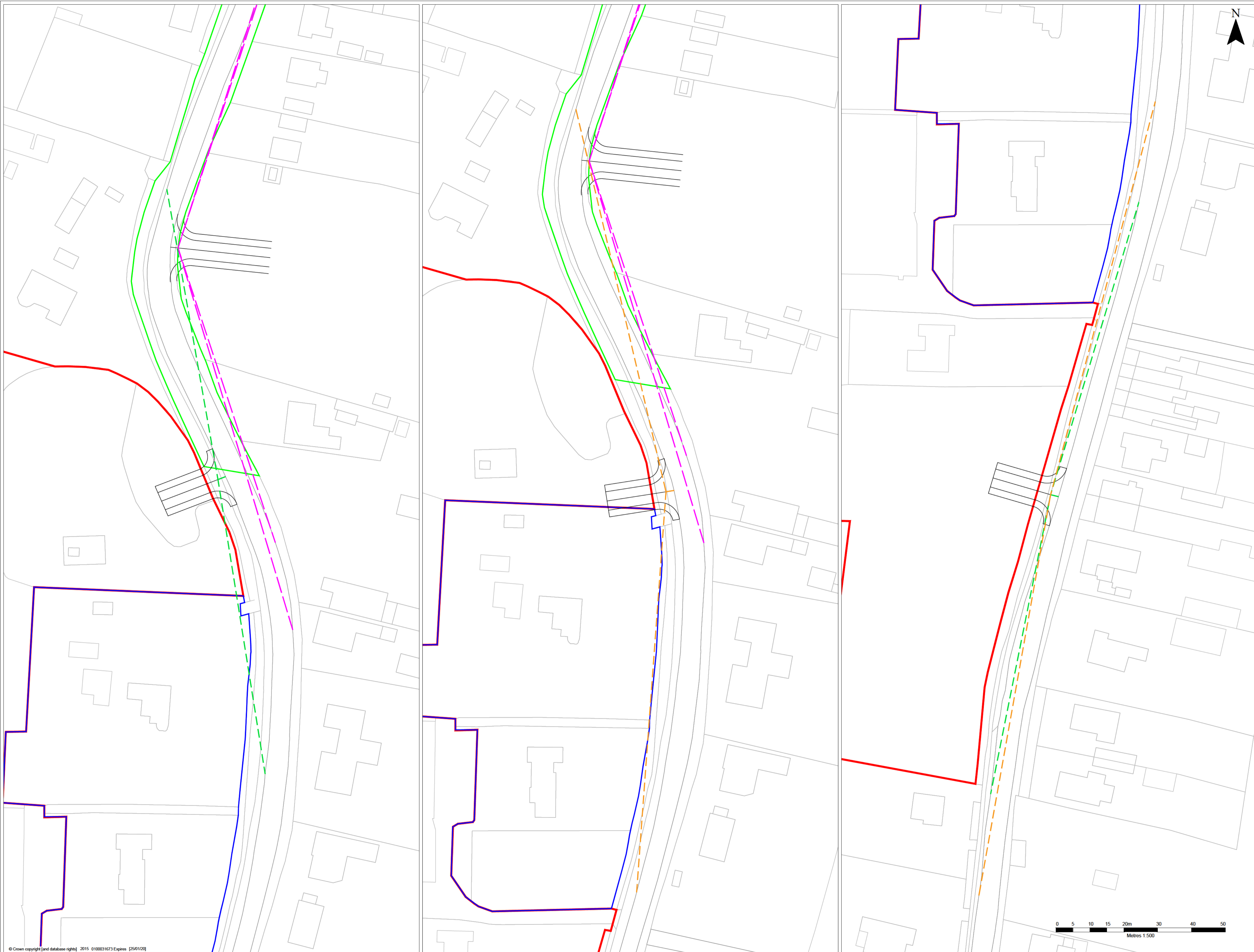
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## APPENDIX 02

### Access Appraisal Drawing – Visibility Splays



NOTES

- LEGEND
- Site Boundary
  - Client owned land outside site boundary
  - Highway Land
  - Visibility Splays for Proposed Access
  - 2.4 x 120m Visibility Splay
  - 2.4 x 90m Visibility Splay

408.09533.0001.14.H010.0 - Visibility Splay Plan.dwg

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LAND EAST OF STATION ROAD  
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 ACCESS APPRAISAL  
 VISIBILITY SPLAY PLAN

**H010.0**

Scale: 1:500 @ A1 Date: JANUARY 2019

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## EUROPEAN OFFICES

### United Kingdom

#### AYLESBURY

T: +44 (0)1844 337380

#### BELFAST

T: +44 (0)28 9073 2493

#### BRADFORD-ON-AVON

T: +44 (0)1225 309400

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