

Access Appraisal



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Site Name	Wyndmere Farm Business Park, Steeple Morden
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Quality Assurance

Site name: Wyndmere Farm Business Park, Steeple Morden

Client name: E W Pepper Ltd

Type of report: Access Appraisal

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Signed



Date: February 2020

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1 Introduction

Brief

- 1.1 Journey Transport Planning Ltd has been instructed by the E W Pepper Ltd to undertake an Access Appraisal in support of proposals pursuant to the addition of 6500sqm B1c, B2 and B8 employment use floorspace at Wyndmere Business Park, Steeple Morden. The site location is shown in **Appendix 1**.

Background

- 1.2 This Access Appraisal provides a summary of investigations at Wyndmere Farm Business Park pursuant to providing an appropriate level of vehicular access for commercial development purposes.
- 1.3 The following matters are considered in this appraisal:
- Examination of Cambridgeshire County Council and South Cambridgeshire District Council's current standards for access;
 - Examination of the potential access location in terms of visibility, geometry and alignment; and
 - The parking and servicing arrangements of the development.

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2 Access Design Standards and Policy

Development Management Policy

- 2.1 Policy with respect to the provision of access in Steeple Morden is set out in the South Cambridgeshire Local Plan 2018.
- 2.2 Station Road in the vicinity of the site is classified as a C Class road by the Cambridgeshire County Council Definite Map and Statement and specific policies with respect to accessing new or expanding existing development apply.
- 2.3 The Highway Authority will seek to protect the function of minor roads by:
 - Ensuring that new access points will be designed and constructed in accordance with the current standards;
 - Seeking improvements to existing substandard access.
- 2.4 In consideration of the above, access onto Station Road, Steeple Morden is acceptable in principle, to serve commercial development on the site in policy terms.

South Cambridgeshire Local Plan 2018

- 2.5 The South Cambridgeshire Local Plan 2018 sets out the planning policies to guide the future development of the district up to 2031.
- 2.6 The guidance sets out that carriageway widths need to be adequate to accommodate the traffic flows and type of vehicles anticipated and need to be appropriate to the character of the street.
- 2.7 A permeable development must be achieved, with ease of movement and access for all users and abilities, with user friendly and conveniently accessible streets and other routes both within the development and linking with its surroundings.
- 2.8 Car parking should be integrated into the development in a convenient, accessible manner and should not dominate the development and its surroundings or cause safety issues.
- 2.9 Refuse collection is essential, and therefore must be considered during development. However, it should be recognised that in some circumstances it may be inappropriate in overall design terms to modify a layout simply to accommodate occasional very large refuse vehicles and consideration of other means of waste collection should be considered with the local waste authority as part of the consultative process. Designers should not assume that waste bins can be stored on street.
- 2.10 The site and its access have been assessed in the context of the guidance set out in the South Cambridgeshire Local Plan 2018. With respect to the access road, both Manual for Streets and the Design Manual for Roads and Bridges have been referred to for visibility purposes.

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3 Proposals and Access Design

- 3.1 The proposals for the site consider the addition of 6500sqm B1c, B2 and B8 use floorspace with associated parking and a new access point proposed off Station Road in Steeple Morden.
- 3.2 The development proposals are illustrated in **Appendix 2**.
- 3.3 The proposed access to the site has been considered in the context of the South Cambridgeshire Local Plan 2018.
- 3.4 Visibility at the proposed new access location onto Station Road can be achieved in accordance with the standards set out in both the Manual for Streets and the Design Manual for Roads and Bridges. The new access location lies on the border of a small residential area where the speed limit changes from a national speed limit to a 30mph zone. Therefore, Manual for Streets standards are applicable to the north of the new access location, while the Design Manual for Roads and Bridges standards are applicable to the south of the new access location.
- 3.5 2.4m by 43m visibility required for a 30mph road by Manual for Streets standards is achievable to the north of the new access location. 2.4m by 215m visibility required by the Design Manual for Roads and Bridges standards for a 60mph road is available to the south of the new access location onto Station Road.
- 3.6 An access from Station Road, Steeple Morden, is achievable in the context of current design standards and policy by way of a private access road with a minimum width of 5m. The new access can be provided to accommodate the range of vehicle types that could be associated with the development, as well as refuse and service vehicles.
- 3.7 Currently there is no footway on either side of Station Road within the vicinity of the proposed new access. New footways are proposed within the development to allow pedestrians to move safely within the site. A new footway on the northern side of the access road would allow pedestrian access from Station Road.
- 3.8 There is the potential to provide additional footway provision to the west side of Station Road to connect into the existing provision to the north.
- 3.9 Turning areas can be provided within the site to enable service and refuse vehicles to enter and exit the site in forward gear.
- 3.10 Bin storage areas are available within the curtilage of the existing and proposed units.
- 3.11 The plan of the proposed access arrangement, along with visibility splays is held in **Appendix 3**.

Parking and Servicing

- 3.12 Vehicle parking for the proposal has been considered in the context of the South Cambridgeshire Local Plan 2018 and states that parking for B2 general industrial use should accommodate:
 - 1 vehicle space per 50sqm
 - 1 cycle space per 40sqm
- 3.13 South Cambridgeshire standards state that for B2 General industrial land use, 1 vehicle parking space is required for every 50sqm of floorspace. Therefore, for an additional 6500sqm of B2 floorspace, 130

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additional parking spaces are required. The proposed development incorporates allocated parking spaces for 140 vehicles, exceeding the minimum standards required.

- 3.14 The needs of all users have been accommodated, with many parking spaces allowing additional spaces for loading/unloading, as well as the provision of allocated disabled parking spaces throughout the site.
- 3.15 Electric car charging points and covered cycle storage areas have also been proposed in order to promote alternative, and more sustainable forms of transport, other than the private car.
- 3.16 The proposed car park layout can be seen in **Appendix 2**.
- 3.17 Access for refuse and servicing vehicles is proposed via the new access point off station road with several size 5 turning heads available throughout the site to allow these vehicles to enter and exit the site in forward gear.

Trip Generation

- 3.18 The proposals have been considered with respect to the likely level of trips that could be generated and the impact they would have on the local highway network.
- 3.19 Sites within the database have been interrogated to consider sites that are similar in land use, location and size to the existing use and as such, the data associated with B2 use is considered to provide an appropriate basis for the assessment.
- 3.20 The TRICS 7.6.4 trip generation database has been interrogated to assess the likely number of vehicular trips associated with the intensification of B2 use at Wyndmere Park, Steeple Morden. B2 general industrial use has been assumed to provide the maximum potential vehicle movements for the development.
- 3.21 The data obtained from TRICS is held in **Appendix 4**.
- 3.22 **Table 4.1** summarises the trip generation rates and provides an estimate of vehicular movements associated with the impact of an additional 6500sqm B2 general industrial floorspace.

Table 4.1 Estimated B2 General Industrial use trip generation summary

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate per 100sqm B2 Use	0.729	0.071	0.049	0.562
Trip Rate per existing 3200sqm B2 use	24	3	2	18
Trip rate per additional 6500sqm B2 use	48	5	4	37
Total vehicle movements for 9700sqm B2 use	72	8	6	55

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- 3.23 **Table 4.1** indicates that the addition of 6500sqm of additional B2 general industrial floorspace at Wyndmere Farm, Steeple Morden, would likely result in an additional 53 trips in the AM peak, and 41 additional trips in the PM peak.
- 3.24 This equates to less than 1 additional trip per minute in both the AM and PM peak periods, and therefore will not be significant in terms of highway safety, given the location of the proposal site.
- 3.25 Peak hour observation of Station Road indicates that a new access and the additional traffic that could be generated would not have a detrimental impact in terms of either highway safety or capacity.

4 Appraisal Summary

Summary

- 4.1 The appraisal provides an assessment of the potential to access Wyndmere Business Park off Station Road, Steeple Morden, for the purpose of the addition of 6500sqm of B1c, B2 and B8 floorspace on site.
- 4.2 The appraisal demonstrates that access from Station Road, Steeple Morden, is achievable in the context of current design standards and policy by way of a private access road with a minimum width of 5m.
- 4.3 Visibility at the proposed access can be provided in accordance with the requirements set out in the Manual for Streets and the Design Manual for Roads and Bridges.
- 4.4 Vehicle and cycle parking for the proposals can be provided in accordance with the standards required by the South Cambridgeshire Local Plan.
- 4.5 Several suitable Type 5 turning areas are provided within the existing site as well as the proposal site to enable service and refuse vehicles to enter and exit the site in forward gear.
- 4.6 Each unit will require individual refuse collection, and therefore will have areas for bin storage within the curtilage of the industrial units.
- 4.7 Parking space is plentiful within the site with allocated parking spaces proposed in close proximity to all units above the minimum standards required.
- 4.8 The proposed access arrangements are suitable to accommodate the traffic that could be generated by the development, based on the worst case scenario of all B2 units, and moreover will not be detrimental in the context of the capacity or safety of the highway infrastructure in the vicinity of the site.

Conclusions

- 4.9 This Access Appraisal demonstrates that access to the proposed development can be achieved in accordance with current standards for access and as such there are no substantive highway or transport related reasons why the proposals should not be permitted.