

Royston Road, Melbourn

Pre-App Advice – SCDC 2915

TRANSPORTATION COMMENTS

PREPARED BY: Transport Assessment Team

AUTHOR: L Blower

Background

High level scoping details were submitted to CCC along with undertaking a pre app meeting in September 2025. The comments below are based on the submitted scoping document and pre app meeting.

The site is located on Royston Road, Melbourn and is currently undeveloped, used as a farm field. The proposal includes the development of circa 100 houses of mixed size, form and tenure. The proposals include a new vehicle access off Royston Road with associated parking and greenspace.

As per our TA Requirements document, the level of development proposed would require a full Transport Assessment.

In preparing a Transport Assessment (TA) the applicant is referred to the County Council's Transport Assessment Requirements January 2024 of which a copy can be found in the link below:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/developing-new-communities/>

As such a TA should consider the following in its content:

- The planning and transport policy context of the development
- Reference to the potential for use of other transport modes to the development site, including bus, rail, cycle, and walking. To include reference to the location of the nearest bus stops in relation to the development and facilities at the local bus stops.
- Identification of the traffic related study area including any key junctions that may be affected by the development.
- Baseline traffic surveys at these key junctions and consideration of any committed developments in the area that may add to local traffic flows if shown to be required.
- Previous 60 months accident records as obtained from Cambridgeshire County Council [Cambridgeshire Insight – Roads, Transport and Active Travel – Road Traffic Collision Data](#) for the study area
- Existing trip generation at the site from surveys or if not possible then TRICS
- Trip generation assessment for the proposals from surveys taken from any other nearby similar sites and/or TRICS as a comparison.
- Trip distribution on the network according to a clear methodology
- Future year assessment of the key junctions with the development

- Assessment of any mitigation for vehicle impacts, and difficulties of access by walking, cycling and public transport to the site
- Mitigation measures.
- Travel Plan and Welcome Travel Packs for residents and other uses.

The Transport Assessment should include a ped/cycle audit looking at links to the main destinations including Meldreth Station, the local school and shops etc. This should look at the routes and propose any improvements where needed.

Links to Meldreth station should be reviewed for Pedestrians and cyclists. The Greenway connection along the Southern side of Royston Road, connecting to Meldreth Station would provide these improvements. The developer should deliver improvements prior to occupation of the development via a S278. However if this has already been built by CCC prior to occupation then CCC would accept a S106 contribution in its place. The delivery of this scheme would provide sustainable transport improvements in the area.

An assessment of the car and cycle parking at the station should also be provided to ensure any additional trips generated as a result of this development can be accommodated.

An assessment of the public transport availability and local bus stops should be included within the TA. Upgrades to local bus stops should be provided if required, such as RTP1.

It was discussed that Junction assessments should be undertaken of the following key junctions:-

Royston Road/ Back Lane

Royston Road/ Bury Lane

Royston Road/ A10

High Street/ Station Road/ Mortlock Street

Any other junction that are deemed to have an increase of 30 or more vehicular trips should also be assessed.

Active Travel Comments

From an Active Travel Point of view, the Melbourn Greenway needs to be considered as part of the design.

- Linking into that at the northeast and northwest corners of the site.
- How the shared use path (Greenway) crosses the access road, and
- How the shared use path enters the site along the access road need to be included.
- The cyclist transition from the shared use path to the carriageway will need to be clearly signposted to ensure footways within the site are for pedestrians. The size of the site means speed on internal roads can be low and cyclist be on the carriageway.
- Pedestrian and cyclist access from the northeastern corner into the site needs to be considered.

- Currently the Greenway is indicated as construction in Melbourn commences in 2026, I expect more detailed information to be available toward the end of the year. Financial contribution or delivery of part of the scheme would be required.

Whilst the commuting routes will be onto the greenway it would be good to maintain some leisure access to the southern byways. The southwestern access point will be kept where the footpath connects. A connection in the southeast corner will need to be put in or informal routes will be made into the site to and from the byway. The improvement required will be dependant on the expected usage and may require signage or thought put into visibility at the access point. The TA should give further information on this. On current site lay out we would envisage a number of informal entrances appearing from the byway (where the green arrows are).

Highways Development Management Comments

The proposed main multi-modal access to the site is directly opposite Bury Lane, thus creating a crossroads. Bury Lane serves a number of business units which generate a reasonably high level of motor vehicular traffic, the access to the private dwelling The Lodge is also quite awkward. Given these constraints I would seek that the proposed access be moved away from Bury Lane and that a staged junction be created. The distance between the centre lines of the junctions should be the equivalent to the Stopping Sight Distance of the speed limit of the road.

Details of how the proposed NMU routes will connect into the existing adopted public highway network will need to be provided, in particular how the Royston Road, Back Lane, High Street junction will be managed.

Back Lane is known to have levels of concrete asbestos under its surface, the depth of this is unknown. While working along this route would not be impossible it will be significantly more expensive than working in a 'greenfield' site.

I would agree with Active Travel comments that a suitable Pedestrian/ Cycle Road along the Royston Road frontage of the site should be provided by the developer or if the GCP scheme comes forward first then a financial contribution to the same should be sought.

Given the above I would suggest that it would be preferable for the development to provide alternative internal pedestrian and cycle connexions to the NMU route through the existing woodland belt (this was agreed to be practical given the relatively open nature of the trees), rather than relying on Back Lane.

PROW comments

Obstruction

The full width of Public Footpath No. 13, Melbourn (6 feet as recorded on the Definitive Statement) must remain open and unobstructed at all times. Building materials must not be stored on Public Rights of Way and contractors' vehicles must not be parked on it.

Surface

No significant alteration to the footpath's surface is permitted without the Highway Authority's consent. Details on the Highway Authority's change of surface authorisation process can be

online at <https://www.cambridgeshire.gov.uk/residents/libraries-leisure-culture/countryside-access/rights-of-way>.

Temporary Closure of Rights of Way for works

If temporary closures are required during construction work, this requires a Temporary Traffic Regulation Order (TTRO). Please apply to the Street Works Team, further information regarding this can be found on the County Council's website at <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highway-licences-and-permits/>

Additionally, the pre-application notes states on page 2 that there might be possible minor alterations to the footpath. Any alterations to the alignment of the public footpath would require a public path order to ensure that the alignment of the footpath as recorded on the Definitive Map does not become obstructed. Public Path Orders normally take 6 – 12 months to process, as long as there are no objections, so we would encourage the applicant to speak with the Definitive Map team as early as possible should they be considering any realignment of the footpath. The Definitive Map team can be contacted through definitivemapteam@cambridgeshire.gov.uk.

Mitigation

Appropriate mitigation would need to be provided with any application. This should include items such as:-

Upgraded bus stops to include flag poles, shelters where appropriate and RTPI etc

Any improvements to links to local facilities and station.

Delivery of a section of the Melbourn Greenway to help link to Meldreth Station or a contribution as appropriate.

Travel Plans and Welcome Packs with discounts for public transport and active travel modes such as bike discounts etc should be included.

Note

The Officer comments in this note are provided on an informal and without prejudice basis based on current information. Comments and requirements may change, and this will be confirmed in response to any subsequent planning application or other consultation.