Highways Statement
for the Proposed Development of
48 Residential Dwellings on Land at
Station Road, Warboys, Huntingdonshire

Contents

Appendices

2809 – HS Rev A - May 2022

MTC Engineering (Cambridge) Ltd.
Company Reg no. 8494749 Registered in England & Wales, VAT Reg no. 168244003
Registered Office: Ground Floor, 24 High Street, Whittlesford, Cambridgeshire, CB22 4LT
T: +44 (0)1223 837270 F: +44 (0)1223 835648 E: office@mtcengineering.co.uk
Directors: M. J. Brindley J. T. Crawley
www.mtcengineering.co.uk

Highways Statement
for the Proposed Development of
48 Residential Dwellings on Land at
Station Road, Warboys, Huntingdonshire

1 Introduction

1.1 MTC Engineering (Cambridge) Limited have been asked to provide a Highways Statement (HS) in respect of the full planning application for the proposed development of 48 dwellings on land east of Station Road, Warboys, Huntingdon, on behalf of Longhurst Group.

1.2 Cambridgeshire Transport Assessment Requirements, September 2019, sets out in Section 2 the thresholds at which various types of assessment are generally required, with no assessment being required for up to 50 C3 dwelling units, a Travel Plan Statement/Transport Statement (TS) required for over 50 but less than 80 units, and a full Transport Assessment (TA) and Travel Plan (TP) required for over 80 units.

1.3 At 48 dwellings the proposal falls below the above thresholds, thus it is not considered that the proposal requires either a TS or a full TA and TP produced to accompany the application.

1.4 However, at 48 dwellings and being a full application it is considered appropriate to provide a Highway Statement (HS) to accompany the Planning Application to summarise the proposed vehicular movements to and from the site, demonstrate that the site access is acceptable with aspects such as width, radii and visibility conforming to requirements, that suitable pedestrian access will be provided, that there are no highways related safety issues, that the internal road layout is in accordance with requirements for adoption (where proposed) including tracking of appropriate vehicles as necessary, that parking is in accordance with standards, and that the overall proposal is acceptable from a highways and transport perspective.

2 Site Description

2.1 The Site is located on the northeastern side of Station Road, in the northern part of Warboys, as shown by the site location plan provided in Appendix 1.

2.2 The site is currently an agricultural field, with access taken from Station Road, via a dropped kerb access in the southern corner of the site, just north of an Anglian Water Pumping Station located in the southern corner of the field.

2.3 Station Road is about 6m wide along the site frontage, with a verge present on the site side and a footway of about 1.6m wide present along the opposite side, where a row of existing dwellings take frontage access from Station Road. A plan showing public highway extents is included in Appendix 2.

2.4 Station Road is subject to a 30mph speed limit along the site frontage (the National Speed Limit signs are located approximately 175m north of the site frontage at the northern edge of Warboys). Street lighting is present along the length of Station Road and throughout the area of central Warboys to the south.

2.5 To the south Station Road provides a link south and west (where it joins High Street/the B1040) into the central area of Warboys with numerous services and facilities including Warboys Community Primary School, a convenience store, doctor surgery, dentist, public houses, take aways, churches, a hardware store, library, garage, chemist and other services all located between 500m and 1.5km from the sites access point onto Station Road which is a comfortable walking distance.

2.6 Access to the A141 to travel east to Chatteris (12.5km in total) is about a 550m journey from the site via Station Road and Heath Road. To the southwest towards Huntingdon (12.5km in total) and the A1/14 (18.5km in total), the A141 can be accessed either via Heath Road as noted above, or either of the B1040 roundabout junctions with the A141 to the southeast and southwest of Warboys. To the northwest of Warboys the B1040 provides a link to Ramsey (approximately 7.5km), whilst Station Road to the north becomes Puddock Road and provides a link through low lying fenland.

2.7 Accident data from Crash Map (Appendix 3) shows no accidents have occurred on Station Road in the vicinity of the site (from the junction with Heath Road to the south to the edge of the built up area of Warboys to the north).

2.8 The closest bus stops to the site are located on either side of Mill Green adjacent to the Spar convenience store, about an 800m walk from the site access. They are served by the 21, 22, 22A, 30, 35, V1 and V2 services.

2.9 Warboys does not have a train station, with the closest station being in Huntingdon.

2.10 No specific cycle infrastructure is provided in the vicinity of the site.

3 Proposed Development

3.1 The proposal involves a full application for the erection of 48 dwellings (44 houses and 4 flats) on the proposed site, along with a new access from Station Road in the southern corner of the site with a copy of the proposed layout provided in Appendix 4.

3.2 TRICS data has been used to estimate the likely traffic generation of residential dwellings, with a copy of the data provided in Appendix 5 and summary in Table 3.1 below. Whilst some houses will likely be affordable/association housing and four of the proposed dwellings are flats, to ensure the worst case traffic generation has been estimated for the purposes of obtaining TRICS data it has been assumed that all houses are to be private dwellings. In terms of filtering of survey sites this was based upon a population of less than 5,000 within a mile, and 5,000 to 25,000 within 5 miles, with all Irish sites removed.

48 House Generation	Arrivals	Departures	Total
AM Peak	7	14	21
PM Peak	12	9	21
Daily Total	82	90	172

Table 3.1: Vehicular Generation of 48 Dwellings

3.3 This is a relatively low number of movements, particularly at peak times, and significantly below any threshold at which there may be capacity impacts upon the wider highway network as a result of the proposed development (generally taken as 60 or more two way trips in an hour in line with the Cambridgeshire Transport Assessment Requirements).

3.4 It is therefore not considered that any capacity analysis of the wider network or existing junctions in the area is required in this instance.

3.5 Site access and the internal road layout have been designed in accordance with the Cambridgeshire Highways Development Management General Principles for Development (HDMGPD), May 2021, with further details below.

3.6 To access the site the initial section of site access road will be a 6m wide access with 8m radii onto Station Road, with this narrowing to 5m over the course of the initial internal bend into the site, which is required due to the sharp fall in levels in a north easterly direction across the site. A drawing showing site access and relevant tracking into/out of the access is provided in Appendix 6.

3.7 In a 30mph limit 43m visibility splays are required, with the appropriate X distance for a junction of this type being 2.4m. These splays remain entirely within the public highway as shown on the drawing provided in Appendix 6.

3.8 This access arrangement will permit a car entering the site from either direction on Station Road to pass a refuse vehicle travelling towards the exit/waiting to exit onto Station Road along the length of the access to ensure that stationary vehicles will not occur on Station Road under any circumstances, with tracking of cars passing refuse vehicles provided in Appendix 6.

3.9 2m footways will be provided either side of the main access, as is appropriate for developments of between 12 and 100 dwellings under Section 4 of the HDMGPD, May 2021.

3.10 1.8m wide dropped kerb crossings with tactile paving will be provided both across the site access and on Station Road to the existing footway in accordance with Appendix 8 of the Cambridgeshire Housing Estate Road Construction Specification, August 2020 (HERCS).

3.11 A dimensioned internal road layout is shown in Appendix 7, and is comprised of an adoptable access road with a minimum width of 5m, 2m footways either side, and 6m radii used at junctions. This will then split off to adoptable shared surface streets serving less than 12 dwellings each, and which are 7m wide (6m wide plus 0.5m paved maintenance strips), with ramp and footway transitions in line with Appendix 6 of the HERCS provided where shared surfaces join the access road as noted on the drawings provided in Appendix 7.

3.12 Parking for most dwellings will come directly off the adoptable roads, although several small shared private drives will also be provided as shown on the site layout. Parking spaces are provided across the development, with 1 allocated space per one bedroom flat/dwelling (units 41 to 48), 2 spaces for each two/three bedroom dwelling, and 3 spaces each for the four bedroom dwellings (units 37 and 40). 6 visitor parking spaces are also provided across the development, equivalent to one space per eight units. All parking spaces measure 2.5 by 5m or where parallel visitor spaces are provided at least 6m by 2.8m. This is a reasonable allocation in line with the Cambridgeshire Design Guide for space provision in rural locations. Cycle parking will also be provided at all dwellings.

3.13 2m by 2m pedestrian visibility splays are shown in red on the drawings provided in Appendix 7, with 2.4 by 25m visibility splays appropriate for a 20mph design speed shown at the internal access junctions.

3.14 Due to the exiting gradient across the site, indicative centreline levels are provided along all proposed adoptable roads which are based upon a maximum 20 metre length of road in every 100m at a gradient of up to 1 in 20, with the remaining 80m in every 100m being set at a maximum gradient of 1 in 40. This is in line with Point 4 of 14.02 of HERCS. Whilst level design will only be finalised at the detailed design stage once planning permission has been granted and detailed designs are produced, the indicative levels provided at present are to demonstrate that despite the existing site gradient the access roads can be designed to an adoptable standard.

3.15 Turning heads are provided within 20m of the end of all adoptable roads with no extensions to adoptable roads exceeding 20m as confirmed by dimensions provided in Appendix 7. The adoptable road layout provides suitable turning space for a refuse vehicle to service the site as detailed in Appendix 8, which also includes tracking of a fire appliance serving units 38 to 40 (which do not require access by a refuse vehicle as refuse collection will take place from a point in the vicinity of the adoptable shared surface).

3.16 Should a construction traffic management plan be required to ensure that there are no adverse impacts of construction traffic upon the local highway network this can be secured by means of appending an appropriate planning condition to any approval granted.

4 Sustainable Development

4.1 The National Planning Policy Framework outlines current sustainable transport objectives, and places emphasis upon promoting and increasing the use of sustainable modes of transport including the use of public transport, walking and cycling, whilst reducing the need to travel by private car.

4.2 The multi-modal generation of developments can vary significantly depending upon the location of a site in relation to surrounding services/attractions along with the condition of local infrastructure.

4.3 The National Planning Policy Framework does not give any specific information in relation to reasonable walking distances, however Point 75 of Planning and Policy Guidance 13: Transport (now superseded by the National Planning Policy Framework) previously stated that:

> ***"Walking is the most important mode of travel at the local level, and offers the greatest potential to replace short car trips, particularly under 2 kilometres...."***

Given that the National Planning Policy Framework provides no evidence to the contrary, the distance of 2 kilometers is still considered a reasonable walking distance

4.4 All of Warboys is within comfortable walking distance of the site, with a number of services including the Spar convenience store and post office being within a 1km walk which is just 12.5 minutes at 80 metres per minute.

4.5 In terms of access to Warboys Community Primary School, a crossing with tactile paving will be provided on Station Road. A continuous footway is then present south along Station Road to Old Mill Avenue, then along Statfold Green, Gold Pits and Humberdale Way to the school, with suitable crossing points provided for the nature of the roads being crossed. As such it is not considered that there is any significant missing infrastructure present on the route to school that requires upgrading.

4.6 5km would generally be considered a reasonable cycling distance, thus all of the services/facilities in Warboys would be considered within an easy cycling distance of the site.

4.7 The closest bus stops to the site are about an 800m walk from the site access and are served by the 21, 22, 22A, 30, 35, V1 and V2 services. As such the bus stops are about a 10 minute walk from the site and provide a public transport option to access primarily Huntingdon, Ramsey and Chatteris without using a private car.

4.8 Overall it is considered that for a rural location such as this a reasonable level of public transport service that may be of use to potential occupants already exists.

4.9 Overall it is therefore considered that the site provides suitable opportunities to use walking, cycling and public transport to access a variety of services, facilities and potential destinations, thus reducing the occupant reliance upon the use of a private car.

5 Conclusion

5.1 The proposal involves a full planning application for the erection of 48 dwellings on land off Station Road, Warboys.

5.2 Traffic generation from the proposed development is estimated to be low, with a maximum of 21 movement in either Peak Hour. This level of traffic generation will have no significant impact upon the wider network and no capacity analysis is required.

5.3 Site access will be taken from a new 6m wide access with 2.4 by 43m visibility splays and 2m footways either side and 8m radii from Station Road, which will internally narrow to a minimum of 5m width, and a number of transitions to adoptable shared surfaces then taking place within the development.

5.4 Dimensioned plans of the site access and internal layout are provided in Appendices 6 and 7, with tracking for a refuse vehicle and fire appliance provided in Appendix 8. As detailed in Section 3 this has been designed to adoptable standards.

5.5 To improve pedestrian linkage from the site a 1.8m wide crossing with dropped kerbs and tactile paving on Station Road will be provided, with the existing footway on the opposite side of the road then providing a suitable link for residents to the shops, services, facilities and primary school in Warboys, all of which are within walking distance.

5.6 Overall, the site is therefore considered to lie in a reasonably sustainable location for a small rural development and provides opportunities for residents to travel by sustainable means for both work and non-work-related trips, thus reducing private car mileage.

5.7 Construction traffic can be managed through a Construction Traffic Management Plan, which can be secured by planning condition if necessary.

5.8 Paragraph 111 of the National Planning Policy Framework states:

> **"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"**.

The proposed development will have no significant adverse transport related impact, and clearly not a severe impact.

5.9 There are no transport related grounds under the National Planning Policy Framework on which to object to the proposed development of 48 dwellings on land off Station Road, Warboys.

APPENDIX 1

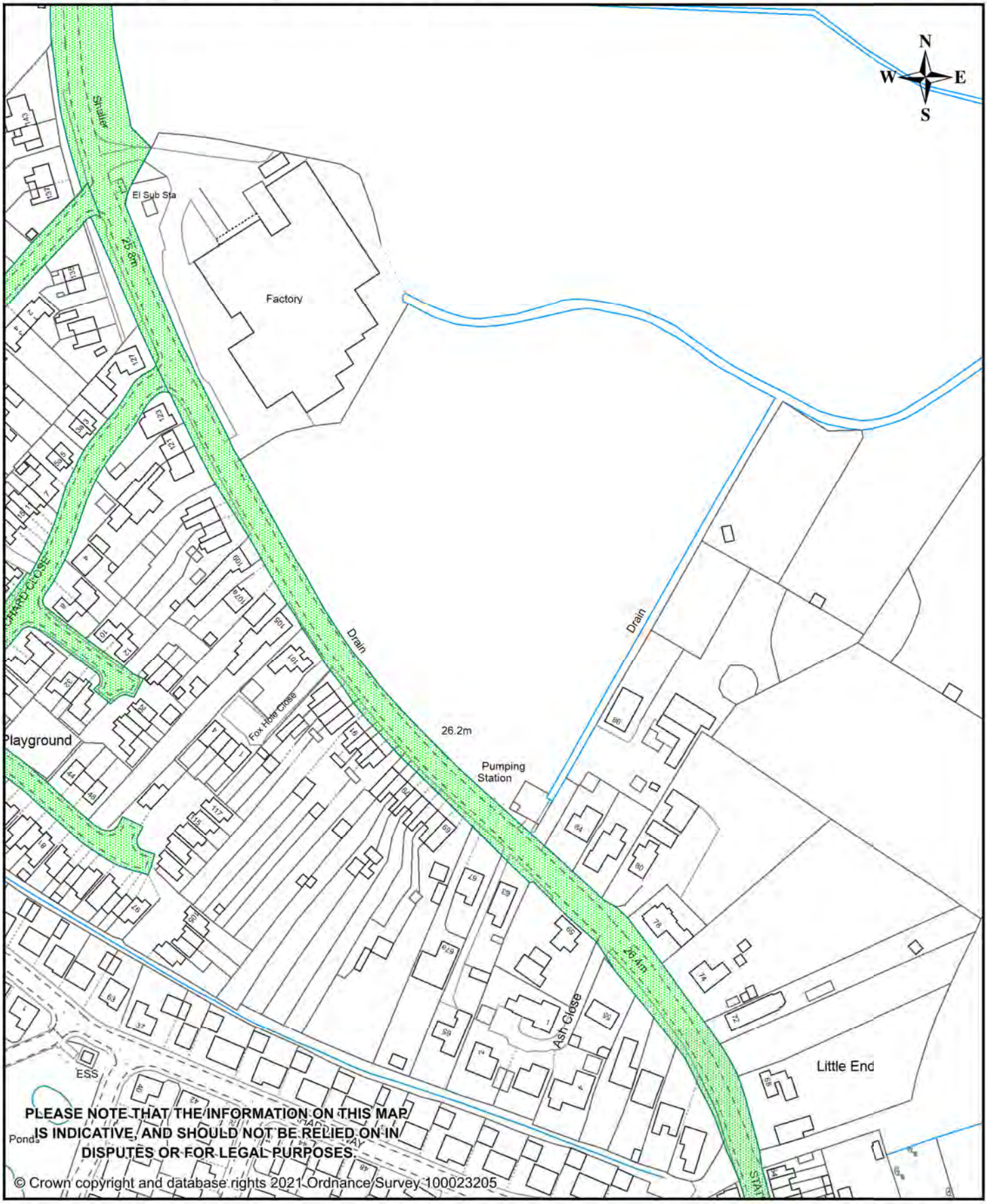
SITE LOCATION PLAN


N
El Sub Sta
Factory
Drain
Drain
Fox Hole Close
26.2m
Pumping
Station

APPENDIX 2

HIGHWAY BOUNDARY PLAN

Cambridgeshire County Council



Scale: 1:2000

Date: 01/12/2021

Ref: CCC381301218 - CH

Highway boundary plans are determined using Ordnance Survey (OS) mapping at a scale of 1:1250 or 1:2500. Please refer to OS's Statement of Accuracy when comparing with a site survey

Legend

Public highway (green)

Public highway (blue)

Public highway (red)

The information shown in this search result is a depiction of the highway extent that has been investigated using the highway records available to the County Council. This research has been interpreted and displayed against current Ordnance Survey (OS) map data as accurately as possible. It is possible that the OS mapping for the area searched does not show features that typically form part of the highway boundary, such as (but not limited to) ditches, hedges, fences or embankments. Therefore, please note that owing to the tolerance of accuracy that must be applied to OS maps, the highway boundary 'on the ground' may not be in exactly the same position as the boundary features displayed by OS. If you require a site visit to determine the physical highway extent please contact searches@cambridgeshire.gov.uk. This service is provided on a cost-recoverable basis in accordance with our Schedule of Charges.

APPENDIX 3

ACCIDENT DATA


Map
Satellite
Hide
Location:
warboys
Years
5 of 23 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Open Government Licence
Warman Detailing
Coronation Ave
Orchard Cl
Station Rd
Supadent
W R King
The EPC Man
Energy Assessor Solutions
Saxon Wy
Ash Cl
Mahaddie Wy
Lawrence Dr
Collings Cl
Searby Pl
Heath Rd
Pasture Cl
Ivan Barrett
Incident Severity
Slight
Serious
Fatal
No results found

APPENDIX 4

PROPOSED DEVELOPMENT LAYOUT

PLOT SCHEDULE

4	HTA 1b2p House	58sqm
15	HTB 2b4p House	79sqm
4	HTC 2b4p House	79sqm
8	HTD 3b5p House	93sqm
1	HTE 3b5p House	88sqm
3	HTF 3b5p House	88sqm
5	HTG 3b5p House	93sqm
2	HTH 4b6p House	107sqm
4	HTI 1b2p Flat	48-59sqm
1	HTJ 2b4p House M4(3)	108sqm
1	HTK 3b5p House M4(3)	123sqm

48

APPENDIX 5

TRICS DATA FOR PROPOSED DEVELOPMENT

Calculation Reference: AUDIT-735001-220312-0304

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 17 to 180 (units:)
Range Selected by User: 4 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	3 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Edge of Town	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 NE-03-A-03 PRIVATE HOUSES NORTH EAST LINCOLNSHIRE
STATION ROAD
SCUNTHORPE

Edge of Town Centre
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

2 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY *12/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

3 NF-03-A-24 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 127
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

4 NF-03-A-26 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

5 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-09	IRELAND
DN-03-A-06	IRELAND
DN-03-A-07	IRELAND
DN-03-A-08	IRELAND
LT-03-A-01	IRELAND
RO-03-A-03	IRELAND
RO-03-A-04	IRELAND
WC-03-A-01	IRELAND

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 48 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	88	0.073	3.507	5	88	0.208	9.973	5	88	0.281	13.480
08:00 - 09:00	5	88	0.144	6.904	5	88	0.301	14.466	5	88	0.445	21.370
09:00 - 10:00	5	88	0.114	5.479	5	88	0.137	6.575	5	88	0.251	12.054
10:00 - 11:00	5	88	0.100	4.822	5	88	0.114	5.479	5	88	0.214	10.301
11:00 - 12:00	5	88	0.139	6.685	5	88	0.123	5.918	5	88	0.262	12.603
12:00 - 13:00	5	88	0.098	4.712	5	88	0.107	5.151	5	88	0.205	9.863
13:00 - 14:00	5	88	0.100	4.822	5	88	0.098	4.712	5	88	0.198	9.534
14:00 - 15:00	5	88	0.119	5.699	5	88	0.139	6.685	5	88	0.258	12.384
15:00 - 16:00	5	88	0.208	9.973	5	88	0.178	8.548	5	88	0.386	18.521
16:00 - 17:00	5	88	0.199	9.534	5	88	0.151	7.233	5	88	0.350	16.767
17:00 - 18:00	5	88	0.244	11.726	5	88	0.183	8.767	5	88	0.427	20.493
18:00 - 19:00	5	88	0.171	8.219	5	88	0.135	6.466	5	88	0.306	14.685
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.709	82.082			1.874	89.973			3.583	172.055

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	17 - 180 (units:)
Survey date date range:	01/01/13 - 23/09/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	8

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 6

PROPOSED SITE ACCESS AND TRACKING

All parking spaces are minimum 2.5m wide and 5m length

Short additional length of culvert/replacement of existing culvert required to accommodate new access. Full details to be provided as part of S278 design works

Public highways extents based upon CCC data

1.8m wide crossing of site access with dropped kerbs and tactile paving in accordance with Appendix 8 of HERCS

1.8m wide crossing of Station Road with dropped kerbs and tactile paving in accordance with Appendix 8 of HERCS. Exact location to be confirmed at S278 deign when survey of access points on opposite side of Station Road is available.

Site access 6m wide initially with 8m radii onto Station Road, tapering down to 5m width through initial bend. 2m wide footways along either side. Deigned as an access road in line with CCC HDMGPD. Initial gradient of 1 in 20 for 20m then reduced to 1 in 40. Maximum of 20m length per 100m at 1 in 20, with minimum 80m at 1 in 40 per 100m length.

2m wide footway extended to southeast

Visibility splay remains within public highway boundary with no third party land required

REV	DATE	DESCRIPTION/REASON FOR ISSUE	APPR
C	16-05-22	UPDATED SITE LAYOUT	MJB
B	12-03-22	UPDATED LAYOUT	MJB
A	08-02-22	UPDATED LAYOUT	MJB

MTC ENGINEERING
MTC Engineering (Cambridge) Ltd.
Ground Floor, 24 High Street
Whittlesford, Cambridgeshire, CB22 4LT
Tel (01223) 837270, fax (01223) 835648
E-mail office@mtcengineering.co.uk

TITLE

STATION ROAD, WARBOYS SITE ACCESS DIMENSIONS, INDICATIVE LEVELS, NOTES AND REFUSE VEHICLE TRACKING

ORIG	DATE
M.B	05-01-22
CHKD	SCALE
	1:200
APPR	DRAWING NO
	2809-02 REV C

APPENDIX 7

DIMENSIONED SITE LAYOUT PLAN OF ACCESS ROADS

REV	DATE	DESCRIPTION/REASON FOR ISSUE	APP
B	16-05-22	LAYOUT UPDATED	MJB
A	11-05-22	LAYOUT UPDATED	MJB

MTC ENGINEERING
MTC Engineering (Cambridge) Ltd.
Ground Floor, 24 High Street
Whittlesford, Cambridgeshire, CB22 4LT
Tel (01223) 837279, fax (01223) 835648
E-mail office@mtcengineering.co.uk

TITLE
STATION ROAD WARBOYS ACCESS ROAD LAYOUT GEOMETRY AND INDICATIVE OUTLINE LEVEL DEIGN SHEET 1 (NORTH) OF 2

ORIG	DATE
M.B	10-03-22
CHKD	SCALE 1:200
APPR	DRAWING NO 2809-06 REV B

7m wide (6m plus 0.5m maintenance each side) Adopted Shared Surface Street

Shared private drives and parking areas

2m by 2m vis splay from private drives

Note: Levels shown are based upon outline design only at present based upon existing ground levels. CCC longitudinal gradient requirements of maximum 20m length of between 1 in 20 and 1 in 40 per 100m length, and maximum 1 in 40 for remaining 80m, along with a crossfall/camber of 1 in 36 on adopted roads, 125mm kerb face and 1 in 40 crossfall on footways. Maximum 1 in 20 gradient assumed for dwelling accesses in private areas. As an outline design levels are subject to change at the detailed design phase that will be secured by condition, thus are for guidance purposes only at present.

All parking spaces are minimum 2.5m wide and 5m length

Parallel parking bays are minimum 2.8m wide and 6m length

Ramp and transition from access road to adoptable shared surface as detailed in Appendix 6 of CCC HERCS August 2020

Ramp and transition from access road to adoptable shared surface as detailed in Appendix 6 of CCC HERCS August 2020

Ramp and transition from access road to adoptable shared surface as detailed in Appendix 6 of CCC HERCS August 2020

Pumping Station Access Level 18.233

Ramp and transition from access road to adoptable shared surface as detailed in Appendix 6 of CCC HERCS August 2020

Bank gradient down from drain to remain less than 1 in 1.5 or reinforcement/support used where necessary

All parking spaces are minimum 2.5m wide and 5m length

Bank down from edge of shared surface carriageway to drain bed to be max gradient 1 in 1.5 or stabilised/reinforced as necessary

Short additional length of culvert/replacement of existing culvert required to accommodate new access. Full details to be provided as part of S278 design works

Public highways extents based upon CCC data

1.8m wide crossing of site access with dropped kerbs and tactile paving in accordance with Appendix 8 of HERCS

1.8m wide crossing of Station Road with dropped kerbs and tactile paving in accordance with Appendix 8 of HERCS. Exact location to be confirmed at S278 deign when survey of access points on opposite side of Station Road is available.

Site access 6m wide initially with 8m radii onto Station Road, tapering down to 5m width through initial bend. 2m wide footways along either side. Deigned as an access road in line with CCC HDMGPD. Initial gradient of 1 in 20 for 20m then reduced to 1 in 40. Maximum of 20m length per 100m at 1 in 20, with minimum 80m at 1 in 40 per 100m length.

2m wide footway extended to southeast

Visibility splay remains within public highway boundary with no third party land required

7m wide (6m plus 0.5m maintenance each side) Adopted Shared Surface Street

Shared private drives and parking areas

2m by 2m vis splay from private drives

Note: Levels shown are based upon outline design only at present based upon existing ground levels, CCC longitudinal gradient requirements of maximum 20m length of between 1 in 20 and 1 in 40 per 100m length, and maximum 1 in 40 for remaining 80m, along with a crossfall/camber of 1 in 36 on adopted roads, 125mm kerb face and 1 in 40 crossfall on footways. Maximum 1 in 20 gradient assumed for dwelling accesses in private areas. As an outline design levels are subject to change at the detailed design phase that will be secured by condition, thus are for guidance purposes only at present.

REV	DATE	DESCRIPTION/REASON FOR ISSUE	APPR
B	16-05-22	LAYOUT UPDATED	MJB
A	11-05-22	LAYOUT UPDATED	MJB

MTC ENGINEERING
MTC Engineering (Cambridge) Ltd.
Ground Floor, 24 High Street
Whittlesford, Cambridgeshire, CB22 4LT
Tel (01223) 837270, fax (01223) 835648
E-mail office@mtcengineering.co.uk

TITLE STATION ROAD WARBOYS ACCESS ROAD LAYOUT GEOMETRY AND INDICATIVE OUTLINE LEVEL DEIGN SHEET 2 (SOUTH) OF 2

ORIG	DATE
M.B	10-03-22
CHKD	SCALE 1:200
APPR	DRAWING NO 2809-07 REV B

APPENDIX 8

TRACKING PLAN FOR REFUSE VEHICLE AND FIRE TENDER

REV	DATE	DESCRIPTION/REASON FOR ISSUE	APPR
B	16-05-22	LAYOUT UPDATED	MJB
A	12-03-22	LAYOUT UPDATED	MJB

MTC ENGINEERING

MTC Engineering (Cambridge) Ltd.
Ground Floor, 24 High Street
Whittlesford, Cambridgeshire, CB22 4LT
Tel (01223) 837270, fax (01223) 835648
E-mail office@mtcengineering.co.uk

TITLE

STATION ROAD, WARBOYS TRACKING OF 11.5M REFUSE VEHICLE THROUGHOUT LAYOUT AND FIRE TENDER IN SHARED PRIVATE DRIVE (UNITS 38-40)

ORIG M.B	DATE 08-02-22
CHKD	SCALE 1:200
APPR	DRAWING NO 2809-03 REV B