

## AD Plant, West Wickham

CCC/23/110/FUL - SCDC 2598

### TRANSPORT ASSESSMENT COMMENTS

**PREPARED BY:** Transport Assessment Team

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**DATE:** 30<sup>th</sup> November 2023

**Further to internal discussions with regards to the site access proposals, the applicant is requested to provide further development trip distribution information and a site access junction capacity assessment. This document shall supersede our previous response dated 13<sup>th</sup> November 2023 of which several of our initial comments still stand. Please note our revised comments relate to the 'Access Proposals' and 'Proposed Trip Generation and Distribution' sections below.**

#### Background

The document reviewed is the Transport Statement Revision C dated August 2023 prepared by Plandescil Ltd. The proposals comprise the erection an Anaerobic Digestion (AD) Plant on the land at Streetly Hall Farm, West Wickham.

#### Transport Statement Review

##### Existing Site Accessibility

Existing access into the site is achieved via two access points; the main farm access located off Webb's Road, and a secondary access off the A1307 which is shared with a residential dwelling.

The existing site is not accessible via sustainable modes. As such, it is anticipated that all traffic entering the site will be via vehicle trips. Whilst it is noted that the site is connected to the existing Public Rights of Way (PROW) network, such provision will not facilitate attractive all year round use for those accessing the site on foot or by bicycle.

It is noted as part of Phase 1 of the Greater Cambridge Partnership Cambridge South-East Transport (GCP CSET) Study, average speed cameras have been installed on the A1307 within the site vicinity. Further to this, the central reservation on the A1307 at the Dean Road crossroads will be closed off to prevent vehicles crossing the A1307 here as part of Phase 1 works. Following the closure of the central reservation, vehicles would instead be directed to the new Bartlow Road roundabout to turn right which is currently under construction.

##### Access Proposals

Access into the site is proposed to comprise a new access junction onto the A1307 situated c185m west of the residential dwelling access. It is noted the applicant will retire their use of the existing A1307 access shared with the residential dwelling as part of the proposals. The new access junction is proposed to comprise a slip road off the A1307 for left turn in movements. The A1307 site access design will need to take into consideration the distribution of development trips to and from the A1307. Site access details should be agreed with Highways Development Management.

It is noted the proposed access will cross Public Bridleway No.21 within the site. Contact should be made with our Definitive Map Team via: [HighwaysAssetMangement@cambridgeshire.gov.uk](mailto:HighwaysAssetMangement@cambridgeshire.gov.uk) to discuss and agree any proposed surfacing enhancements to Public Bridleway No.21 where the proposed access crosses the PROW.

##### Parking Provision

The proposed on-site parking provision looks reasonable. It is ultimately up to the Local Planning Authority as the parking authority to agree on-site parking provision.

### **Proposed Trip Generation and Distribution**

The methodology and assumptions used to determine the proposed vehicle trip generation is agreed. The development is anticipated to generate a worst-case 54 daily vehicle trips during the peak harvest periods (46 HGV trips and 8 car trips). Such figure comprises the accessing and egressing trips as separate trips. The TS should also set out the development trip generation in the AM and PM peaks.

Details of the distribution of trips to and from the site are requested. It should be clearly set out within the TS where the AD Plant will source its feedstock from and deliver its digestate and detailed what route development traffic will take to and from these locations into the site, inclusive of which site access development trips will use to travel to and from these locations. This is to understand the level of development trips on the A1307 and the direction they will route to and from the site. Traffic flow diagrams should therefore be provided detailing the number and distribution of inbound and outbound development trips to and from the site onto the surrounding highway network. As previously mentioned, the site access design will need to take into consideration the distribution of development trips to and from the A1307.

The TS notes that “*farm traffic will also use this access in place of the current access routes along Dean Road or through Horseheath village*”. The Transport Statement should therefore set out how many existing farm trips will use the new A1307 access in replacement of the existing main farm access and detail where these trips currently route to/from and where they are proposed to route to/from post-development i.e. set out the number and distribution of these trips onto the surrounding highway network both as existing and as proposed post-development.

The new site access layout on the A1307 will need to be subject to a capacity assessment. This should be undertaken using Junctions 10 software for the following assessment scenarios:

- Future Year (Year of full occupation): Base Year + TEMPRO + Committed Development + Development
- Design Year (5 years post full occupation): Base Year + TEMPRO + Committed Development + Development

Future committed development which will add additional traffic on the A1307 that should be considered within the capacity assessments should include:

- SE/09/1283 - 1,150 homes, primary school, local centre, Haverhill (West Suffolk Council)
- DC/15/2151/OUT - 2,500 homes, two primary schools, two local centres, Haverhill (West Suffolk Council)
- SCC/0045/23SE - AD Plant, Spring Grove Farm, Withersfield, Suffolk (Suffolk County Council)

### **Construction Movements**

Construction traffic (inclusive of timings and vehicle routing) will be managed through the provision of a Construction Traffic Management Plan (CTMP) which will be secured via a planning condition should approval be given.

### **Accident Data**

The accident assessment is acceptable for use. This uses accident data obtained from the Cambridgeshire Insight website. No accident cluster sites have been identified within the assessment study area.

### **Conclusion**

The application as submitted does not include sufficient information to properly determine the highway impact of the proposed development. Were the above issues addressed the Highway Authority would reconsider the application.

The Highway Authority therefore requests that this application not be determined until such time as the additional information above has been submitted and reviewed.