



ZA921: Little Court, Wratting Road, Haverhill
Transport Technical Note 02: Transport Matters
For CARE (Little Court)
Aug 2021

Application Reference: DC/21/0315/FUL

1.0 Introduction

1.1 This Transport Technical Note has been prepared in relation to the following development at Little Court, Haverhill Road, Little Wratting, CB9 7UD:-

Specialist dementia care village for up to 120 residents, including: 20 x 6 bedroom apartments provided within five buildings; central amenity building containing shop, restaurant, pub, communal hall, offices and staff accommodation; club/hobby rooms; treatment/counselling rooms; vehicle and cycle parking; landscaping proposals and associated works.

1.2 The application was submitted in early 2021. Suffolk County Council (SCC) as the Highway Authority prepared a response to the application on 6th April 2021 and 28th July 2021. The responses are included in **Appendix A**. SCC stated that they maintain a holding objection on the grounds of highway safety. An online meeting was held with the planning case office and the highways officer on 7th June 2021. One of SCC's key concerns is car parking provision and the possibility of "overspill" parking on the A143 presenting a safety issue. A Technical Note (ref: CCE ZA921 TN01 June 2021) has been prepared to provide more information to SCC on the car parking provision and demonstrate that what is proposed is sufficient for anticipated car parking demand.

1.3 This Technical Note (02) has been prepared to respond to the remaining comments made by SCC.

2.0 Cycling & Walking

SCC Comment 1: We recommend the applicant provide an off-road footway and cycleway linking the site to Haverhill via the infrastructure already available or to be provided by the Great Wisley development as part of currently approved highway improvement works. We cannot accept any sustainable links based on an assumption of infrastructure not yet delivered, regardless of planning consents, in case they do not come forward.

CCE Response 1: The site access strategy included the upgrading of FP No. 5 to a Bridleway to allow use by cyclist. It is understood from SCC and WSDC that the possibility of this has already been investigated as part of the Great Wisley Development and it was met with objection from the landowner. SCC have therefore advised that they are not confident that the status of the PRoW as a footpath can be changed to a shared cycle/foot path at the moment.



CCE have therefore reviewed the access strategy and presented an option with a footway/cycleway along the A143 for Stage 1 Road Safety Audit (RSA). **ZA921-PL-SK-001-P06** and the RSA is included in **Appendix B**.

The RSA raised concerns regarding cyclists re-joining the A143 when transitioning from the cycleway to the carriageway. Instead the RSA stated: - *It is recommended that cyclists are encouraged to make the left turn at the development access, making a positive turn on to the A143 rather than a merge manoeuvre.*

In response to the RSA, CCE have therefore updated the access strategy to maintain cyclists on the carriageway (**Drawing ZA921-PL-SK-001-P09**). Eastbound cyclists have been provided with a place to leave the carriageway and cross safely to reach Little Court.

A footway connection is proposed from the existing footway on the northern side of AA143 to the site. An uncontrolled crossing is proposed to allow pedestrians to cross to gain access to the site.

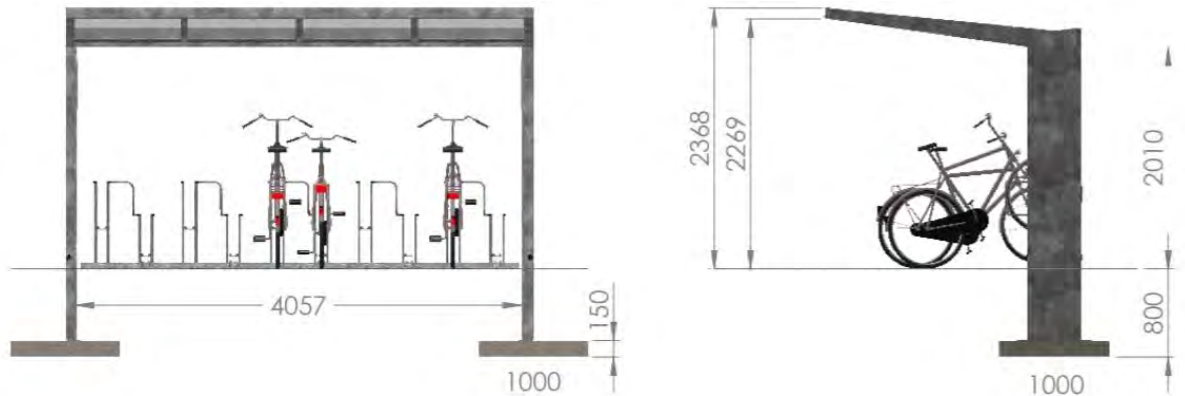
A footway connection has been provided to FP No. 5 from the site access, east of the site. This will provide a pedestrian connection to the PROW network.

CCE understand that a number of developments (including the adjacent Great Wilsey) have provided a contribution to SCC to deliver comprehensive walking and cycling improvements. Therefore it is recommended that a S106 contribution for walking and cycling improvement is secured as part of planning in place of the measures on the northern site of A143.

SCC Comment 2: Cycle storage is shown on the site layout drawing, which may be acceptable, but actual design, including racking, weatherproofing and security, must be submitted for both staff and visitors. The Travel Plan suggests many residents will have relatives that live locally and therefore good provision should be made for cycle storage for visitors suitable for both adults and children and include non-standard cycles (such as trailers). The applicant should also consider provided points for charging electric cycles for staff.

CCE Comment 2: Noted. Electric bikes and electric charging points are included as part of the proposal.

The intention is to provide T-Hide Cycle Shelter which can cater for multiple different styles of bicycles. Part of the bike shelter will be secured for staff access only. Another section will be open of visitor parking.



T Hide Cycle Shelter dimensions and images

3.0 Access

SCC Comment 3: An existing access to the west of the proposed access is stated as 'to be retained'. As shown this is unacceptable because it is not designed to join the new access at a suitable angle, is not sufficiently wide for 2 vehicles to pass and the path of exiting vehicles will cross the proposed pedestrian crossing point.

The use of this 'existing access' is not clearly shown on the Traffic Impacts part of the TA. The additional vehicle movements must be fully understood.



CCE Comment 3: This is a driveway to a single property only. The property will predominately use their other drive which is the next junction to the west of the proposed site access. The existing drive has been retained in its current arrangement.

The point at which it meets the site access road has been adjusted to prevent overrun.

SCC comment 4: The design of the cycleway way shows pedestrians and cyclists (dismounted) must cross the proposed access, then immediately cross the existing access.

CCE Comment 4: Pedestrians and cyclists will cross the existing driveway however traffic movements associated with this will be very low (single dwelling only and the property will predominately use their other access).

SCC comment 5: The access design must pass a Road Safety Audit.

CCE Comment 5: A RSA has been undertaken by Road Safety Consulting. This RSA and Designers Response is included in **Appendix B. Drawing ZA921-PL-SK-001-P06** is now superseded by **Drawing ZA921-PL-SK-001-P09** which reflects the comments made by the RSA.

4.0 Summary

4.1 The outstanding points raised by SCC have been addressed above. The final drawing is appended to this report **Drawing ZA921-PL-SK-001-P09**.

4.2 This Technical Note should be read alongside Technical Note 01 (TN01) on car parking demand. SCC have responded to Technical Note 01 (response data 28th July 2021 reference SCC/CON/1157/21). The response is included in **Appendix B**.

4.3 The following comments are made in response to the comments received from SCC:

SCC Comment 6: SCC were concerned about the potential for overspill car parking onto the A143. The expectation is that visitors arriving at the site would first report to reception where no car parking is available. They suggest that a layby within the public highway could be safely used for parking in the event of overspill. This is not appropriate and should not be relied upon.

CCE Comment 6: Noted. This will not be relied upon, it was highlighted to point out that there are other areas of public highways in the vicinity of the site. The applicant is satisfied that the car parking provision is more than sufficient for the needs of the site and overspill parking will not take place.

SCC Comment 7: The applicant suggests the use of flexible verge markers to prevent parking up on the verges near the site. This could work to prevent on street parking.



CCE Comment 7: Flexible verge markers have been included in on **Drawing ZA921-PL-SK-001-P09**.

SCC Comment 8: It is stated in the TTN that 24 of the 73 spaces would be allocated as visitor parking (equivalent to 20% of residents having visitors) and the remaining 49 spaces would be allocated for staff. This means that of the 55 staff expected on site at any one time, 6 are expected to arrive by other means than a private car.

SCC Comment 8: It is anticipated that more than 6 member of staff will arrive by other means. The Care Home has a mini bus that will operate to collect staff and bring them to the site. Car sharing will also be encouraged.

SCC Comment 9: SCC suggest that a car parking management plan is provided to demonstrate how the car parking can be managed appropriately. The car parking management plan should include how visitor parking will be managed (i.e. could they implement a car parking space reservation slots for visitors). Similarly, car parking for staff should be managed to ensure that car parking is available for overlapping staff shifts and that staff can arrive with confidence of having a space.

SCC Comment 9: Agreed, a Car Park Management Plan can form a condition of the planning permission.

SCC Comment 10: The Travel Plan should incorporate measures for car sharing and information for how staff collection and drop off would occur with the mini bus. The Travel Plan also needs to be amended with the increased car parking provision. The Travel Plan and site should ensure that incentives for car sharing are clear – including allocated car sharing parking spaces which are closer to the entrances.

SCC Comment 10: Noted. The Travel Plan has been amended accordingly. See document reference: CCE/ZA921/TP-02 (August 2021).



Appendix A

Your Ref:DC/21/0315/FUL
Our Ref: SCC/CON/1157/21
Date: 6 April 2021
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

Email: planning.help@westsuffolk.gov.uk

The Planning Department
West Suffolk (BSE)
Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the attention of: Penny Mills - SEBC

Dear Penny Mills - SEBC

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/0315/FUL

PROPOSAL: Planning Application - Specialist dementia care village for up to 120 residents, including: 20 x 6 bedroom apartments provided within five buildings; central amenity building containing shop, restaurant, pub, communal hall, offices and staff accommodation; club/hobby rooms; treatment/counselling rooms; vehicle and cycle parking; landscaping proposals and associated works

Location

LOCATION: Little Court Haverhill Road Little Wratting CB9 7UD

ROAD CLASS:

Notice is hereby given that the County Council as Highway Authority make the following comments which form a HOLDING OBJECTION on the grounds of highway safety:

Parking:

- If the site is taken as a Residential Care Home then 1 space per FTE staff member and 1 space per 3 beds for visitors is recommend. It should be noted that visitors includes medical and social visitors as well as relatives and friends. The level is set to acknowledge that while not all staff will drive there will be times when more than 3 residents have visitors. So this recommendation aims to provide enough parking while accepting there will be times when the car park is under-utilised. This is particularly important in locations where additional parking in public car-parks or on-street is not available.
- The application is for 120 (max) residents and the Travel Plan states 165 staff will be employed, with 55 being on site at any one time. Therefore the level of parking recommended would be 55 for staff + 40 for visitors = 95. The proposed 65 spaces is severely below the recommendations.
- The Travel Plan assumed (para 3.4.1) that the majority of staff will live locally and not drive however this is not evidenced.
- The Travel Plan refers to potential bus service improvements with the Great Wilsey Park development (para 3.3.3) however as these are an aspiration of that development and the timing and phasing is not certain, no benefit to other applications can be assumed or relied upon.
- We do however recommend the applicant considers a new bus stop by the site to help promote the use of public transport or staff and visitors. This would consist of a bus stops, with DDA kerbs, hard-standing and signs, on each side of the road with due consideration given to how pedestrians will cross to/from the northern (Bury direction) side of the A143.

- We note the potential for site-owned mini bus (noted in the Travel Plan and Transport Statement) but this must be a planning condition to be enforceable, and as Travel Plans are generally very hard to monitor and enforce and we therefore do not recommend relying on this as robust mitigation for an under-allocation of parking. If the applicant wishes for the Travel Plan to be a planning condition they must also contribute to the cost of external monitoring by Suffolk County Council.

Cycling & Walking:

- The site does not benefit from a cycle path or footway from Haverhill, or any other local town or village and therefore safe cycling and walking to the site cannot be assumed.
- We recommend the applicant provide an off-road footway and cycleway linking the site to Haverhill via the infrastructure already available or to be provided by the Great Wilsey development as part of currently approved highway improvement works. We cannot accept any sustainable links based on an assumption of infrastructure not yet delivered, regardless of planning consents, in case they do not come forward.
- Cycle storage is shown on the site layout drawing, which may be acceptable, but actual design, including racking, weatherproofing and security, must be submitted for both staff and visitors. The Travel Plan suggests many residents will have relatives that live locally and therefore good provision should be made for cycle storage for visitors suitable for both adults and children and include non standard cycles (such as trailers). The applicant should also consider provided points for charging electric cycles for staff.

Access:

The proposed access is illustrated as an appendix of the Transport Assessment, however it should be submitted as a stand alone drawing which can be directly referred to in any planning conditions.

With regard to drawing ZA921-PL-DR-001 P04 (appendix E of the TA):

- A cycleway is proposed to link to the access to Broadlands Hall which is also a Public Right of Way. While this may be an acceptable link from the Chalkstone Way and Kedington areas, it does not easily link to western side of the development.
- In any event the applicant should discuss any required PROW improvements and upgrades with Suffolk County Council PROW team. We cannot assume at this point that an upgrade of FP No. 5 to a bridleway will be acceptable.
- This proposed cycleway is very close to existing trees and the roots will be affected by the cycleway construction. The Highway Authority does not routinely adopt non-standard construction.
- The highway authority can only adopt new infrastructure which has a clear benefit for the general public. As the proposed cycleway is designed for access to this retirement/care home development only, we suggest a connection directly into the site further south away from the highway, although this will also need to be discussed with the PROW team.
- If any existing trees or hedges are to be removed to provide adequate visibility this must be clearly shown.
- An existing access to the west of the proposed access is stated as 'to be retained'. As shown this is unacceptable because it is not designed to join the new access at a suitable angle, is not sufficiently wide for 2 vehicles to pass and the path of exiting vehicles will cross the proposed pedestrian crossing point.
- The use of this 'existing access' is not clearly shown on the Traffic Impacts part of the TA. The additional vehicle movements must be fully understood.
- The design of the cycleway way shows pedestrians and cyclists (dismounted) must cross the proposed access, then immediately cross the existing access.
- The access design must pass a Road Safety Audit.

The highway authority will maintain an objection until the above concerns are suitably addressed.

Yours sincerely,

Hen Abbott

Development Management Engineer

Growth, Highways and Infrastructure

Your Ref: DC/21/0315/FUL
Our Ref: SCC/CON/1157/21
Date: 28 July 2021
Highways Enquiries to:
Highways.DevelopmentControl@suffolk.gov.uk

All planning enquiries should be sent to the Local Planning Authority.

The Planning Department
West Suffolk (BSE)
Development Management
West Suffolk House
Western Way Bury
St Edmunds Suffolk IP33 3YU

For the Attention of: Penny Mills

Dear Penny,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/0315/FUL

PROPOSAL: Planning Application - Specialist dementia care village for up to 120 residents, including: 20 x 6 bedroom apartments provided within five buildings; central amenity building containing shop, restaurant, pub, communal hall, offices and staff accommodation; club/hobby rooms; treatment/counselling rooms; vehicle and cycle parking; landscaping proposals and associated works

LOCATION: Little Court Haverhill Road, Little Wrattling, CB9 7UD

ROAD CLASS: 'A' Road

Notice is hereby given that the County Council as Highway Authority recommends that permission be refused for the reasons contained herein.

Previous Recommendation Summary

SCC's recommendation dated 6 April 2021 provided initial comments which formed a holding objection on the grounds of highway safety.

The original recommendation to object highlighted the following key issues:

- 1) Parking – concerns were raised that the proposed car parking provision was severely below the recommended provisions in line with parking standards for a care home.
- 2) Travel plan assumptions re: mode of travel was not accepted.
- 3) Bus service improvements were suggested but not reliable. The officer recommended new bus stops adjacent to the site to make the use of bus more attractive/accessible.
- 4) Travel Plan monitoring by SCC will be required for a Travel Plan and a fee to cover this will be required.
- 5) Accessibility of the site by walking and cycling is poor.
- 6) Access:
 - a. An existing access to the west of the proposed access is stated as 'to be retained'. As shown, this is unacceptable because it is not designed to join the new access at a suitable angle, is not sufficiently wide for 2 vehicles to pass and the path of exiting vehicles will cross the proposed pedestrian crossing point.
 - b. Proposed cycleway is not proposed to an adoptable standard. PRoW should be consulted.
 - c. A Road Safety Audit is required.

Assessment of Amended Information

The applicant has submitted a Transport Technical Note (TTN) which seeks to address the issues raised in SCC's initial recommendation to the planning application.

Parking

The applicant addresses the issue around parking in section 2 of the TTN. A summary of key parameters in determining the car parking provision is provided and are summarised as follows:

- 1) 165 staff will be employed at the Care Home. It will be staffed 24 hours a day with several shifts. Approximately 55 staff will be on site at any time.
- 2) Residents will not own vehicles.
- 3) Care home car parking standards deemed to be in excess of what is required at a site of this nature (i.e. 1 space per employee and 1 per 3 – beds).
- 4) Visitors will not be restricted to certain times of the day. Visits by hairdressers, etc, will be regular but not daily.
- 5) Dedicated minibus will be provided and can be used to transport staff and residents for appointments.

The applicant has since revisited the site layout and has increased the car parking provision from 65 to 73 spaces (an increase in 8 vehicles) and has included 6 motorcycle parking spaces. Therefore, the new parking arrangement would be 73 car parking spaces, 6 motorcycle parking spaces and 20 covered, secure cycle parking spaces.

The applicant's TTN provides additional evidence to support the proposed car parking provision. The TTN refers to a study which covers car parking at other similar facilities.

SCC were concerned about the potential for overspill car parking onto the A143. The expectation is that visitors arriving at the site would first report to reception where no car parking is available. They suggest that a layby within the public highway could be safely used for parking in the event of overspill. This is not appropriate and should not be relied upon.

The applicant suggests the use of flexible verge markers to prevent parking up on the verges near the site. This could work to prevent on street parking.

It is stated in the TTN that 24 of the 73 spaces would be allocated as visitor parking (equivalent to 20% of residents having visitors) and the remaining 49 spaces would be allocated for staff. This means that of the 55 staff expected on site at any one time, 6 are expected to arrive by other means than a private car.

SCC suggest that a car parking management plan is provided to demonstrate how the car parking can be managed appropriately. The car parking management plan should include how visitor parking will be managed (i.e. could they implement a car parking space reservation slots for visitors). Similarly, car parking for staff should be managed to ensure that car parking is available for overlapping staff shifts and that staff can arrive with confidence of having a space.

The Travel Plan should incorporate measures for car sharing and information for how staff collection and drop off would occur with the mini bus. The Travel Plan also needs to be amended with the increased car parking provision. The Travel Plan and site should ensure that incentives for car sharing are clear – including allocated car sharing parking spaces which are closer to the entrances.

Access Arrangements

The TTN does not address SCC concerns related to the retention of the existing access to the neighbouring site and the safety of maintaining this with the current arrangements. Concerns relating to this access were identified as follows:

- *An existing access to the west of the proposed access is stated as 'to be retained'. As shown this is unacceptable because it is not designed to join the new access at a suitable angle, is not sufficiently wide for 2 vehicles to pass and the path of exiting vehicles will cross the proposed pedestrian crossing point.*

- *The use of this 'existing access' is not clearly shown on the Traffic Impacts part of the TA. The additional vehicle movements must be fully understood.*

These points need to be addressed to satisfy SCC concerns over the safety of the access proposals.

The original response requested that a Road Safety Audit is undertaken and that the arrangements should pass this. Therefore, this should be provided.

PRoW Improvements

The applicant envisages PRoW No. 5 being upgraded to allow for cycling. At the moment SCC is not confident that the status of the PRoW as a footpath can be changed to a shared cycle/foot path. Previous comments need to be considered in future submissions.

Recommendation Summary

The application should be refused until further information is provided and the concerns above are suitably addressed.

Yours sincerely,

Lindsay McCauley

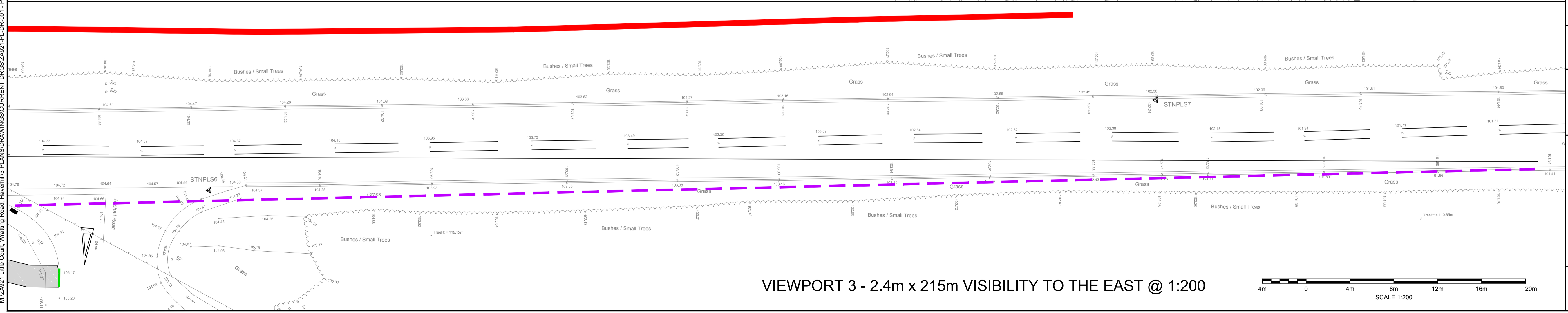
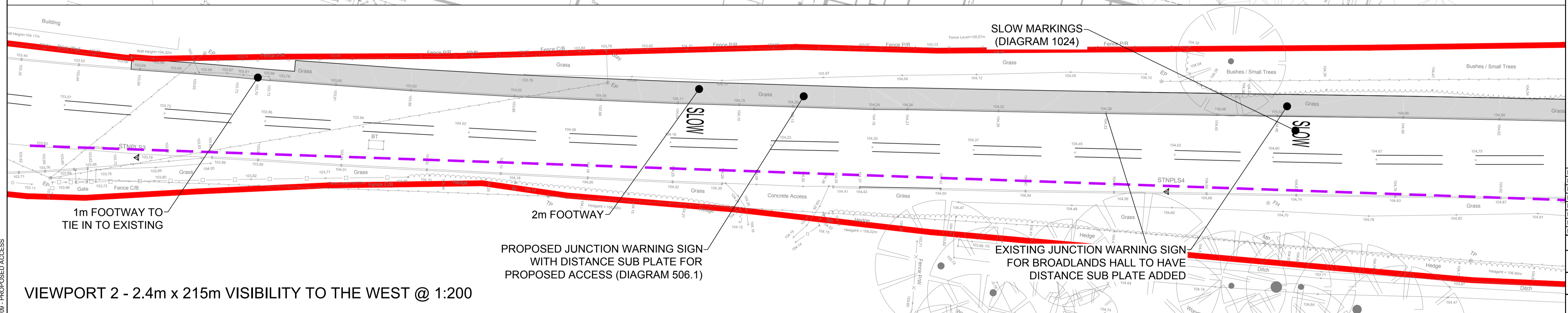
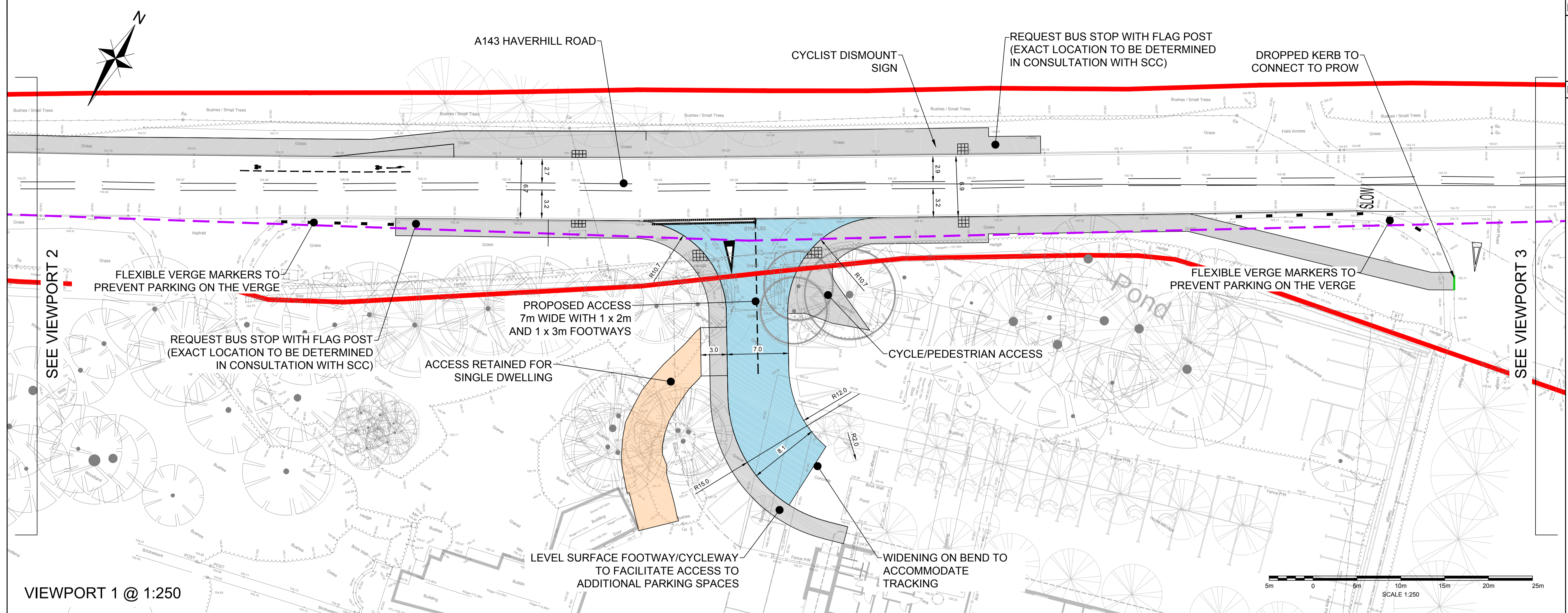
Development Management

Growth, Highways and Infrastructure



Appendix B

Drawings



KEY				
	VISIBILITY SPY (2.4 x 215m)			
	HIGHWAY BOUNDARY			
	DROPPED KERB			

NOTES				
1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.				

REV	DESCRIPTION	DL	DR	CH	DATE
P09	PROPOSED FOOTPATH CHANGES	-	DL	-	08/2021
P08	PROPOSED FOOTPATH CHANGES	-	DL	-	08/2021
P07	PROPOSED FOOTPATH CHANGES	-	DL	-	07/2021
P06	PROPOSED FOOTPATH CHANGES	-	DL	-	07/2021
P05	PROPOSED FOOTPATH CHANGES	-	DL	-	06/2021
P04	NEW LAYOUT ADDED	-	DL	-	02/2021
P03	NEW LAYOUT ADDED	-	DL	-	01/2021
P02	ACCESS AMENDED	-	DL	JP	14/01/21

DESIGNED BY DL	DRAWN BY DL	CHECKED BY JP
SCALE @ A1 SIZE	DATE 16/12/20	
PROJECT TITLE LITTLE COURT, WRATTING ROAD, HAVERHILL		
DRAWING TITLE PROPOSED ACCESS		
CLIENT CARE (LITTLE COURT) LTD		

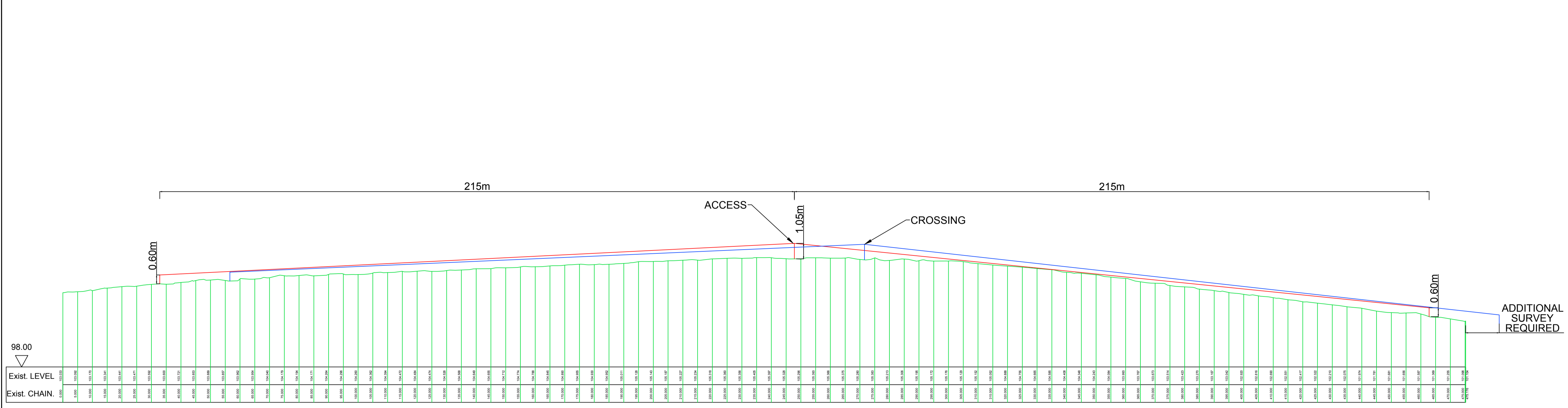
CANNON
CONSULTING ENGINEERS
Highways, Transport & Infrastructure Planning

Peek House, 20 Eastcheap London, EC3M 1EB
Tel: 020 7717 5870
info@cannonce.co.uk

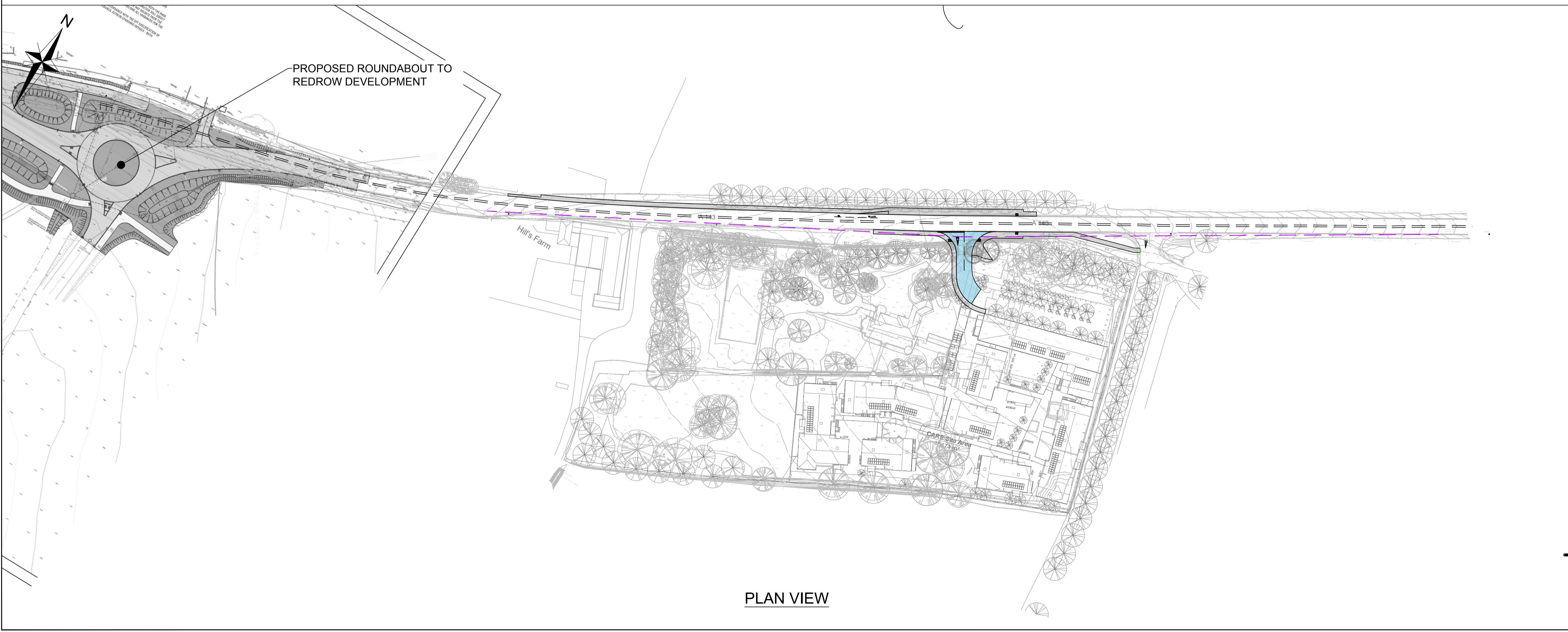
Cambridge House, Lanwades Business Park, Kentford, Newmarket, CB8 7PN
Tel: 01638 555107
www.cannonce.co.uk

DRAWING NUMBER ZA921-PL-DR-001	REV. P09
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M:\ZA921 Little Court, Wrating Road, Haverhill\3 PLANS\DRAWINGS\CURRENT\DRGS\ZA921-PL-DR-001_P09 - PROPOSED ACCESS



SECTION ALONG SOUTHERN CHANNEL LINE
VERTICAL ALIGNMENT SCALED UP BY 5



KEY

NOTES

REV	DESCRIPTION	DE	DR	CH	DATE
P02	CROSSING REMOVED	-	DP	-	08/2021
P01	PROPOSED CROSSING VISIBILITY SPLAYS ADDED	-	DP	-	05/2021
DESIGNED BY	DRAWN BY	CHECKED BY			
-	DP	-			
SCALE @ A1 SIZE		DATE			
D.N.S.		29/07/2021			
PROJECT TITLE					
LITTLE COURT, WRATTING ROAD, HAVERHILL					
DRAWING TITLE					
VISIBILITY PLAN					
CLIENT					
CARE (LITTLE COURT) LTD					
<p>CANNON CONSULTING ENGINEERS Highways, Transport & Infrastructure Planning</p>					
Peek House, 20 Eastcheap London EC3M 1EB Tel: 020 7717 5870 info@cannonce.co.uk			Cambridge House, Lanwades Business Park, Kentford, Newmarket, CB8 7FN Tel: 01638 555107 www.cannonce.co.uk		
DRAWING NUMBER					REV.
ZA921 - PL - SK - 006					P02

M:\ZA921 Little Court, Wrating Road, Haverhill\3 PLANS\DRAWINGS\CURRENT DRG\ZA921 - PL - SK - 006 - P10 - VISIBILITY SPLAY