

COTSWOLD  
TRANSPORT  
PLANNING

Frazer Hickling  
Phillips Planning Services  
Kingsbrook House  
7 Kingsway  
Bedford  
MK42 9BA

Date: 28 March 2019

Our ref: CTP-19-268

Your ref:

Dear Frazer

### Wootton Neighbourhood Plan Site 52 Land at The Chequers Public House

I write to set out details of the proposed access arrangement to the above potential development site for a development of around 25 new residential dwellings. In my considered professional view this access, which is shown on the enclosed drawing no. SK01 would provide safe and suitable access to the site and allow it to be allocated for residential development within the Wootton Neighbourhood Plan.

The proposed access arrangement is based on provision of a new access junction with Hall End Road in the location shown in your indicative site layout plan. Using only land within the identified site boundary and existing adopted highway, it is possible to provide an access road with a carriageway width of 4.8m, together with 1.8m footways on either side of the access.

A 4.8m carriageway would be adequate to serve the level of residential development envisaged, allowing vehicles travelling in opposite directions to comfortably pass and facilitating access for refuse and emergency vehicles. I would note that based on both Department for Transport and Bedford Borough Council BBC design guidance, a carriageway width of 4.8m is sufficient to serve a significantly greater level of development than the 25 dwellings envisaged at the site however a wider access could be provided in due course, if required for any reason.

The access as shown would also be sufficient to serve as an amended access to The Chequers Public House and new car parking that could be provided to the rear. I have undertaken a swept path analysis of a typical delivery vehicle which indicates that this can satisfactorily enter and exit from the proposed access. This is shown on the enclosed drawing no. SP01.

Footways of 1.8m in width would be sufficient to serve the anticipated pedestrian trip in and out of the site and would be extended along the site frontage to provide a new footway on Hall End Road subject to

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detailed design considerations in due course. In due course the provision of additional footway on Hall End Road within the adopted highway would be investigated to seek to provide a continuous pedestrian link between the site and the existing footway network, creating a pedestrian route between the site and village centre.

I have also considered the achievable visibility splay at the proposed access. A visibility splay of 2m x 43m is achievable to both the north and south. This is sufficient for the posted 30mph speed limit on Hall End Road. Whilst the speed of vehicles on Hall End Road has not been measured at this stage, it is likely that vehicles will not be travelling significantly above this 30mph speed limit and therefore this visibility splay is sufficient to ensure that the vehicles exiting the access will have adequate visibility of vehicles on Hall End Road. I would also note that it is possible to provide additional visibility in both directions should this be required once actual vehicle speeds are known.

The proposed access conforms to all relevant design guidance and standards including Manual for Streets (published by the Department for Transport) and Bedford Borough Council's own design standards.

Hall End Road in this location will be relatively lightly trafficked and therefore there is no reason why an access as shown would not operate satisfactorily. Provision of the access would also not affect access to any existing properties on Hall End Road or Keeley Lane.

Within the site, an integrated network of pedestrian routes would be provided to each dwelling and provision made for appropriate car parking to meet Bedford Borough Council Parking Standards.

The site can be considered a sustainable location within the context of the village. There are a number of key everyday facilities within a 2km walking distance of the site. This distance is identified within Department for Transport Guidance as being a suitable upper limit for walking trips, although it is recognised that what is considered acceptable will vary between individuals. Wootton Lower School, Post Office, One Stop Store, Pharmacy and a number of public houses are all within this acceptable walking distance of the site.

There are bus stops immediately adjacent to the site on Hall End Road which provide access to a limited service between Bedford and Stewartby, whilst bus stops on Church Road and Bedford Road would also be within walking distance, providing access to regular buses towards Bedford on Route 53, as well as services to Milton Keynes via Route C1.

In terms of vehicle movements, a development of 25 residential dwellings is estimated to generate around 18-20 vehicle movements in total (arrivals and departures) during the busiest morning and evening hourly periods. During all other hours of the day the number of vehicle movements would be lower than this. This represents approximately one additional vehicle movement every 3 minutes, a level of additional traffic that I consider would be virtually imperceptible to existing road users, particularly when considered in the context of typical daily variations in traffic flows that naturally occur.

The sustainable location of the site and number of local facilities within walking distance would assist in minimising the number of short trips undertaken by car to access everyday destinations such as local shops and schools.

I am therefore of the view that the allocation of the site for residential development is entirely appropriate, that safe and suitable access can be provided for vehicles and pedestrians and that the additional dwellings would not have a detrimental impact on the operation of the local highway network.

It is my clear professional view that adequate visibility and safe access can be provided to the site and there are no constraints on vehicle movements associated with the level of development proposed. In addition, development of the site also offers the opportunity to provide improved access and parking arrangements to The Chequers Public House.

I therefore conclude that there are no transport reasons why the site cannot be allocated for development within the Wootton Neighbourhood Plan.

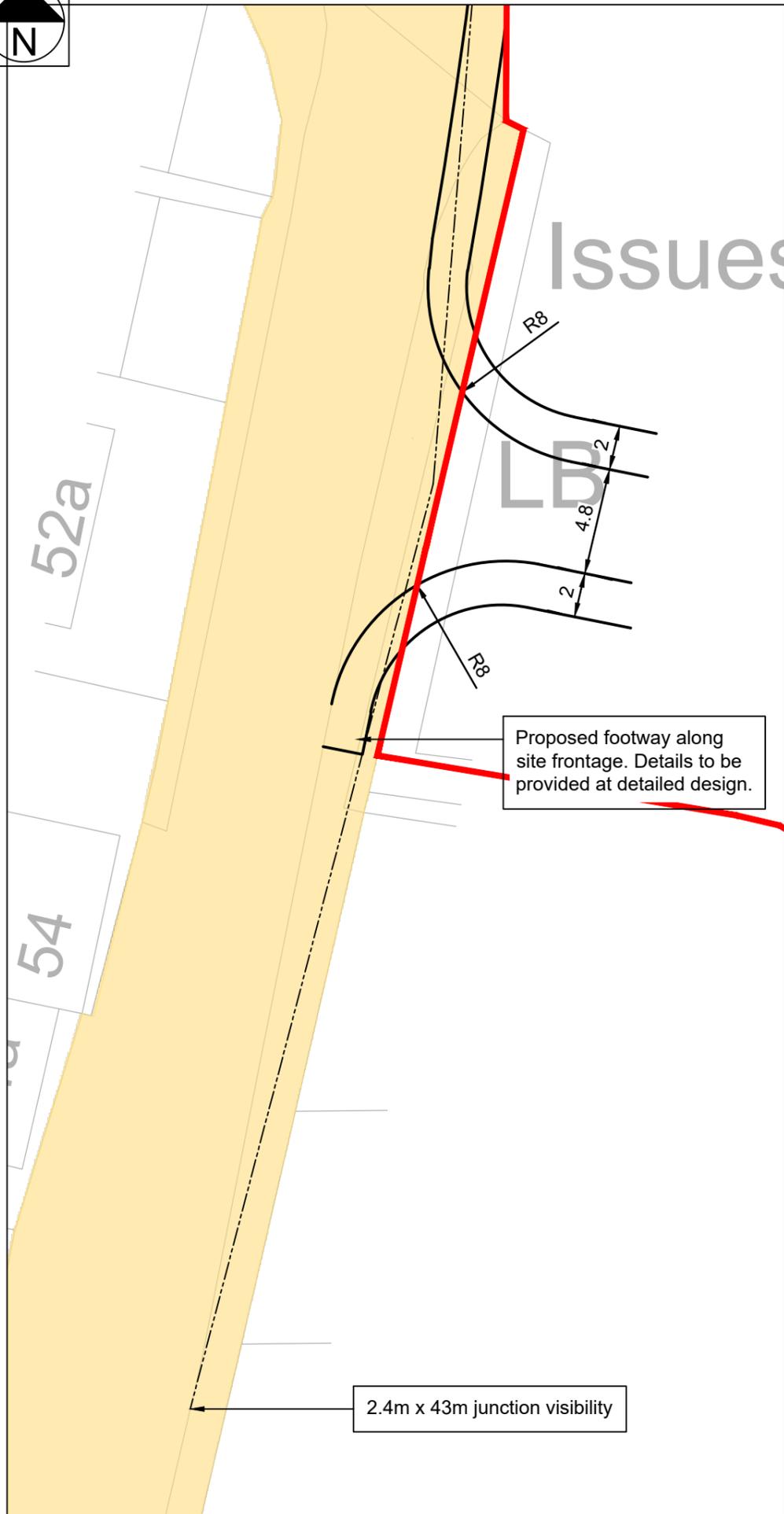
Yours Sincerely

Chris Elliott BSc Hons MCIHT

*Associate Director*

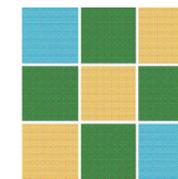
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Enc: CTP Drawing, CTP-19-268 SK01  SP01



Notes:

 Extent of highway maintainable at public expense



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Drawing Title:  
 Proposed Site Access Arrangement

Client:  
 Philips Planning Services

Project:  
 Land at Chequers Public House, Wootton

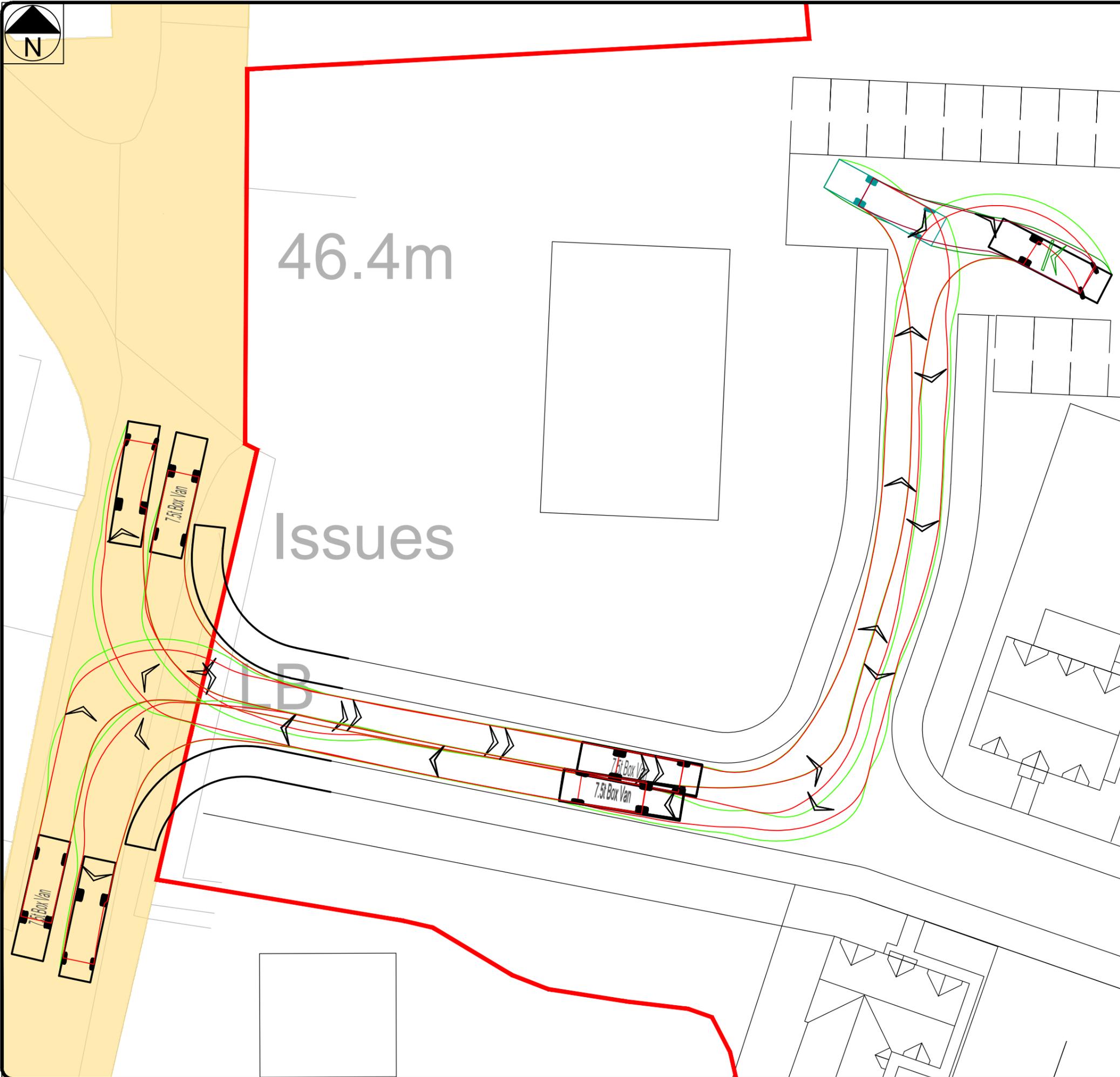
Drawing No: SK01	Revision:
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Date Drawn: 22.03.19	Issue Date: 22.03.19
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Drawn by: LG	Checked by: CE
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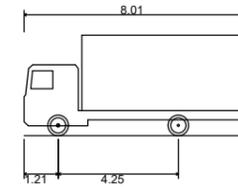
Project Code: CTP-19-268	Scale at A3: 1:250
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Drawing Status:  
 INFORMATION



Notes:

 Extent of highway maintainable at public expense



7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.556m
Overall Body Height	0.351m
Min Body Ground Clearance	2.064m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	



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Drawing Title:  
**Proposed Access Swept Path Analysis**

Client:  
**Philips Planning Services**

Project:  
**Land at Chequers Public House, Wootton**

Drawing No: SP01	Revision:
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Date Drawn: 22.03.19	Issue Date: 22.03.19
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Project Code: CTP-19-268	Scale at A3: 1:250
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Drawing Status:  
**INFORMATION**