

Highway Technical Note

Mike Wells Cars, Rushden
January 2024, RHC-23-322-TN

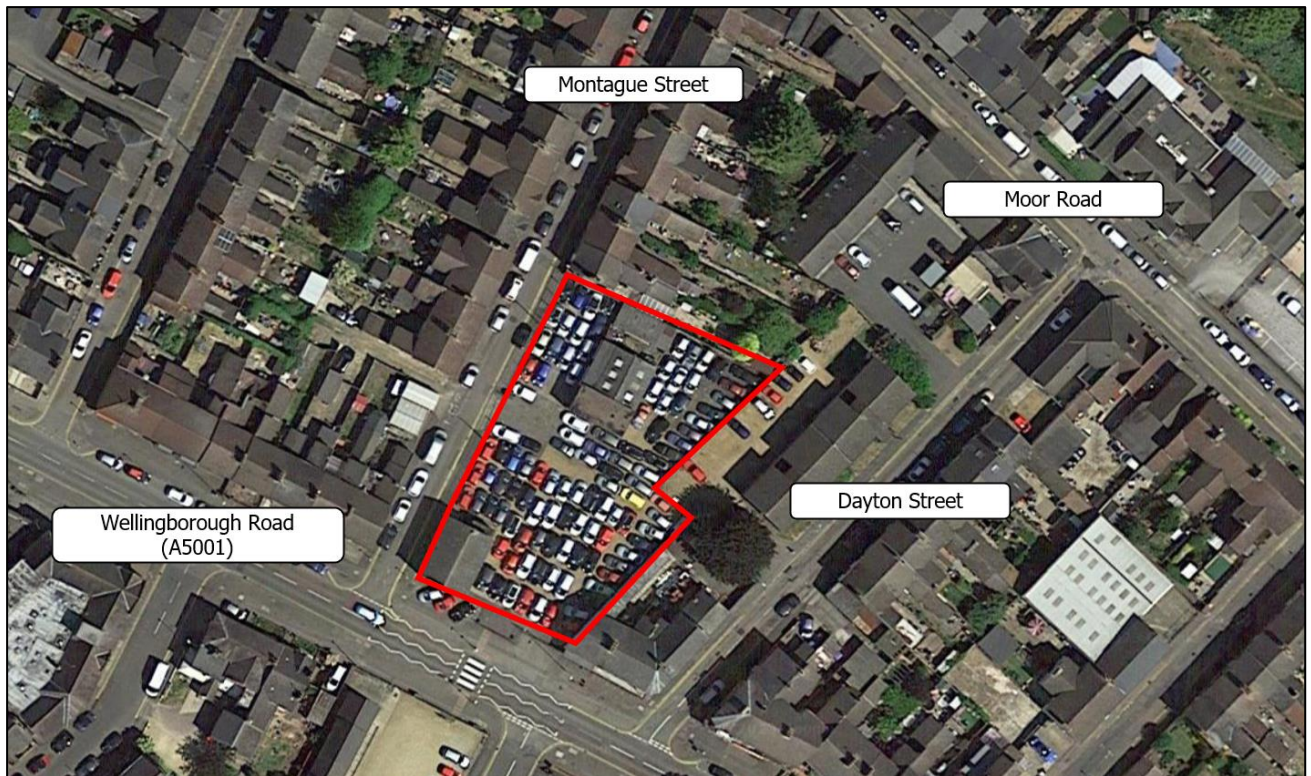
Introduction

Roberts Highway Consultants Limited has been commissioned by VJS Projects Ltd (hereby known as 'the client') to undertake supporting transportation and highway work in relation to a proposed residential development at Mike Wells Cars, Montague Street, Rushden.

The proposals will replace the existing car sales garage with 10 three-bedroom residential dwellings and associated rear parking area.

A site plan is attached within **Appendix A** with a contextual site plan provided within **Plan 1**.

Plan 1: Contextual Site Location Plan



© Google Maps

The site is located within the unitary authority of North Northamptonshire Council, who act as both the Planning and Highway Authority for the area. This report will therefore be submitted to the council for consultation.

Existing Site

The application site comprises an area of land which is primarily used as a car sales forecourt and partly as the rear garden of a residential property. The land is situated within Rushden and comprises an irregular shaped

site which borders two roads, Montague Street and Wellingborough Road. The latter of which includes various commercial uses whereas Montague Street is primarily residential.

Most of the site is not occupied by buildings and is laid with hardstanding for the storage of vehicles however, a building is located to the south-western corner of the site. In the central part of the site is a flat roofed office and garage structure used for the maintenance and repair of vehicles. Metal railings along the boundaries define the extent of the area used for car sales.

Access to the site is achieved centrally along the western boundary via Montague Street through a dropped kerb, allowing vehicle access to the parking lot associated with the business operations.

Development Parking

The development proposals seek to construct 10 three-bedroom residential dwellings, replacing the existing car sales business situated within the site.

To determine the parking levels recommended for the site, an analysis of the Local Highway Authority Parking Standards (2016) document, and the 'Development Management & Adoptions Specification and Standards for Highway Layouts' document has been undertaken, with the residential car parking standards outlined within

Table 1.

Table 1: Minimum Car Parking Standards

Dwelling Size	Car Parking	Visitor Parking
One Bedroom	One Space per Dwelling	0.25 spaces per dwelling
Two/Three Bedroom	Two Spaces per Dwelling	
Four or More Bedroom	Three Spaces per Dwelling	

The standards show that for a residential development comprising 10 two-bedroom dwellings, 20 car parking spaces would be required, with an additional three visitor parking spaces (23 spaces in total).

It is however noted that the council do state that it may be possible to relax the above standards in certain Town Centre locations, should sufficient evidence be provided.

To assist with the application of the council's parking standards, and to project the actual demand for parking generated by the development, a review of the 2021 census data for 'Accommodation type by car or van availability by number of usual residents aged 17 or over in household' has been undertaken for houses/bungalows within the North Northamptonshire 037D Super Output Area (Lower Layer), where the site is situated.

A summary of the results is presented within **Table 2**, with full results attached within **Appendix B**.

Table 2: Residents Aged 17+ in Houses (North Northamptonshire 037D Super Output Area)

	No Cars or Vans	One Car or Van	Two+ Cars or Vans
Residents (611)	104	266	241
Percentage	17%	44%	39%

Further review of the census data outlines that 32% of houses within the North Northamptonshire 037D Super Output Area (Lower Layer) are occupied by a single resident over the age of 17 years. Using this information, a projection has been made regarding the likely number of persons over the age of 17 years occupying each of the 10 dwellings. A summary is provided within **Table 3**.

Table 3: Household Occupancy Split (Age 17+)

House Type (Quantity)	Single Occupant	Dwelling Total	Two+ Occupants	Dwelling Total
Houses (10)	32%	3	68%	7

The analysis within **Table 3** outlines that three of the dwellings will likely have a single occupant over the age of 17 years, with the other seven dwellings having two occupants over the age of 17 years. Using the percentages within **Table 2** and applying them to the information presented within **Table 3**, a projection in relation to car ownership levels for the site has been outlined within **Table 4**.

Table 4: Projected Number of Vehicles Associated with Proposed Development

	No Cars or Vans	One Car or Van	Two+ Cars or Vans
One Resident (Three Houses)	1	1	1
Two Residents (Seven Houses)	1	3	3
<i>Total Vehicles</i>	-	4	8

Upon reviewing the information provided, it is calculated that residents of the proposed development will likely own 12 vehicles, when based on similar car ownership levels within the surrounding area for similar dwelling types.

For visitor parking, the parking standards state a minimum of one space per four dwellings across the development thus, three visitor spaces are required.

As the proposed development will provide 20 residential car parking spaces, evidence provided within this report demonstrates that there will be sufficient off-street parking provision for residents (12 vehicles) and visitors (three spaces), with a surplus of five spaces available for further residential or visitor parking, adhering to Policy 1 and Policy 8 (b) of the North Northamptonshire Joint Core Strategy.

Based on the assessments undertaken, it is regarded that the proposed development would not be expected to have a severe impact on the operation of the local highway network. The proposals are therefore considered to be in accordance with the 'National Planning Policy Framework' (NPPF) which states that: "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".

Swept Path Analysis

Swept path analysis has been undertaken of a delivery vehicle (Box Van) and a typical car to ensure the proposed internal arrangement is suitable to allow vehicles to turn and exit the site within a forward gear.

Drawing Numbers RHC-23-322-01 and RHC-23-322-02, attached within **Appendix C**, demonstrate how a delivery vehicle and a typical car can turn and exit the site within a forward gear.

Andrew Roberts BA (Hons), MCIHT, MTPS

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Revision History

Revision	Comments
- Jan 2024	Initial submission

Appendices

A – Site Plan

B – 2021 Census Data 'Car Availability By Household Type'

C – Drawing Number RHC-23-322-01 Swept Path Analysis (Box Van)

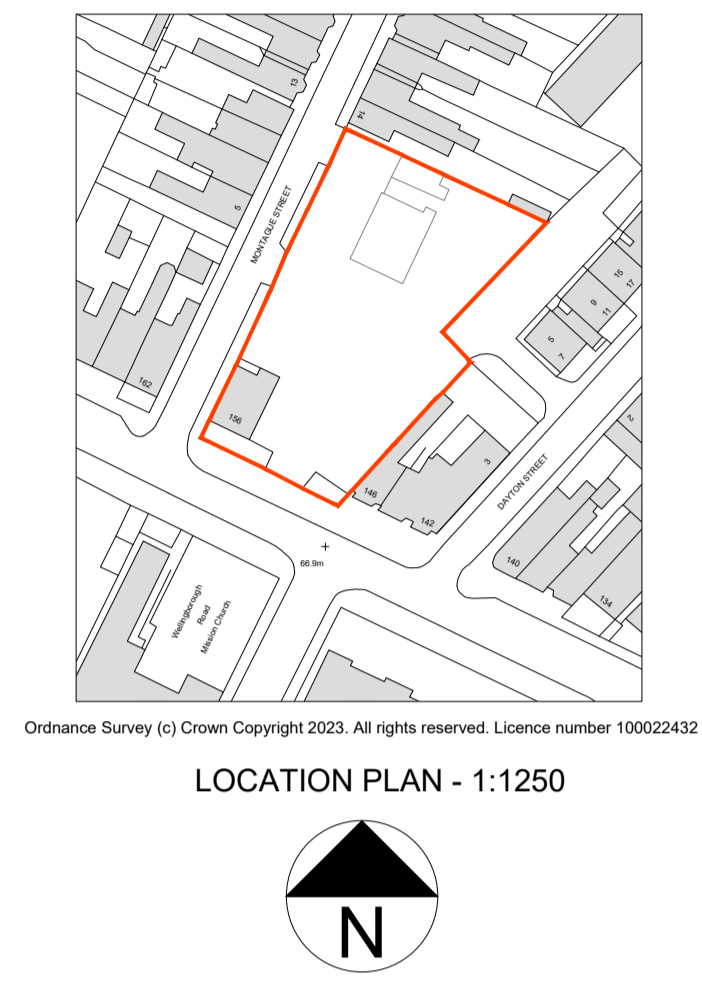
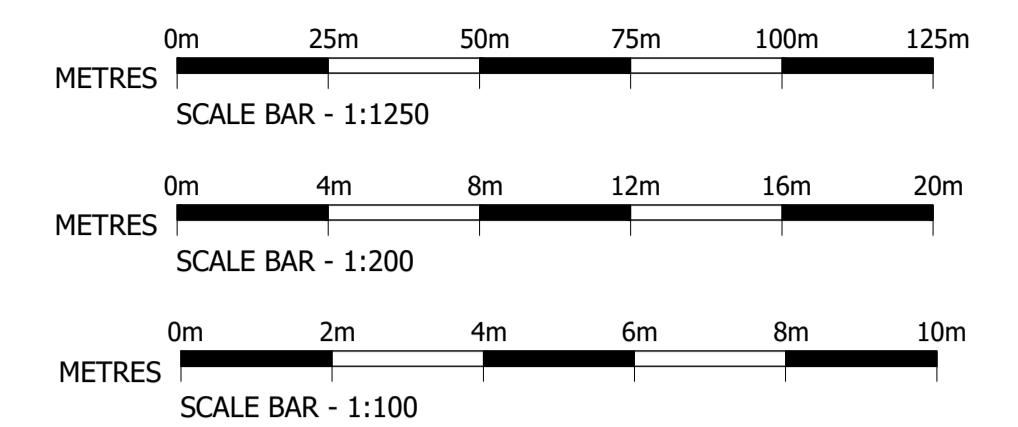
Drawing Number RHC-23-322-02 Swept Path Analysis (Car)

Appendix A: -



SITE PLAN - Mike Wells Cars
scale 1:200

- CBT Denotes Garden Fencing - 1800mm high close board + 300mm high Trellis
 - CB Denotes Garden Fencing - 1800mm high panel fencing
 - R Denotes Hoop Top Metal Railing in black - 900mm high
 - dw Denotes 600mm high dwarf wall with 330 pier at ends
 - Denotes Rear Garden Shed with Secure Cycle Storage
 - Denotes Rear Garden Bin Storage Area
 - Electric Meter Location
 - Gas Meter Location
 - Denotes front door position. (All Front door to be Part M Complaint level Threshold with Flush Threshold)
 - Denotes Side and Rear Door Locations
 - Denotes Rainwater Pipe Location
 - Denotes Foul Drainage Location
 - Denotes Main Water Supply
 - Denotes black tarmac finish to footpaths
 - Denotes black tarmac finish to access and parking court
 - Denotes Marshall's Driveline Priora Paving to parking spaces only
 - Denotes Marshall's Saxon Concrete Pavers
 - Denotes 20mm Buff Flint Gravel
 - Denotes turfed areas
- Notes;
1 - Landscaping - Refer to Landscape drawings for actual planting/landscaping layout



All dimensions and levels must be checked and verified on site and not scaled from drawing.

Errors and omissions to be reported to the architects, to be read in conjunction with all relevant architectural, structural & mechanical/electrical drawings and specifications.

This drawing is copyright.

Notes

STAGE

<input type="checkbox"/>	PRE APPLICATION
<input type="checkbox"/>	RESERVE MATTERS
<input type="checkbox"/>	PLANNING APPLICATION
<input type="checkbox"/>	CONDITIONS
<input type="checkbox"/>	BUILDING CONTROL
<input type="checkbox"/>	AS-BUILT
<input type="checkbox"/>	S73
<input type="checkbox"/>	S96A

Rev	Date	Description
A	00.00.24	Planning Issue

VJS Architectural Design & Planning Services
T: 01908 771285 E: info@vjsprojects.co.uk
2nd Floor, 181 Queensway, Bletchley
Milton Keynes, Bucks, MK2 2DZ

Project:
PROPOSED RESIDENTIAL DEVELOPMENT
MIKE WELLS CARS
MONTAGUE STREET
RUSHDEN
NN10 9TS

Drawing Title:
SITE PLAN & STREET SCENES

Drawn:	Date:	Scale:
SB	JAN 2024	as shown
Drawing No:	Revision:	
2049-001	A	
Drawing Status:		
PLANNING ISSUE		

Appendix B: -

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

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population All households
 units Households
 date 2021
 area type 2021 super output areas - lower layer
 area name E01027065 : North Northamptonshire 037D
 accommodation type Whole house or bungalow

Number of cars or vans	Total	No usual	One usual	Two or more		
		residents aged	resident aged	usual residents		
		17 years or	17 years or	aged 17 years		
		over in	over in	or over in		
		household	household	household		
Total	611	0	197	414	32%	68%
No cars or vans in household	104	0	57	47	17%	
1 car or van in household	266	0	119	147	44%	
2 or more cars or vans in house	241	0	21	220	39%	

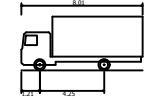
In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Appendix C: -



Notes:

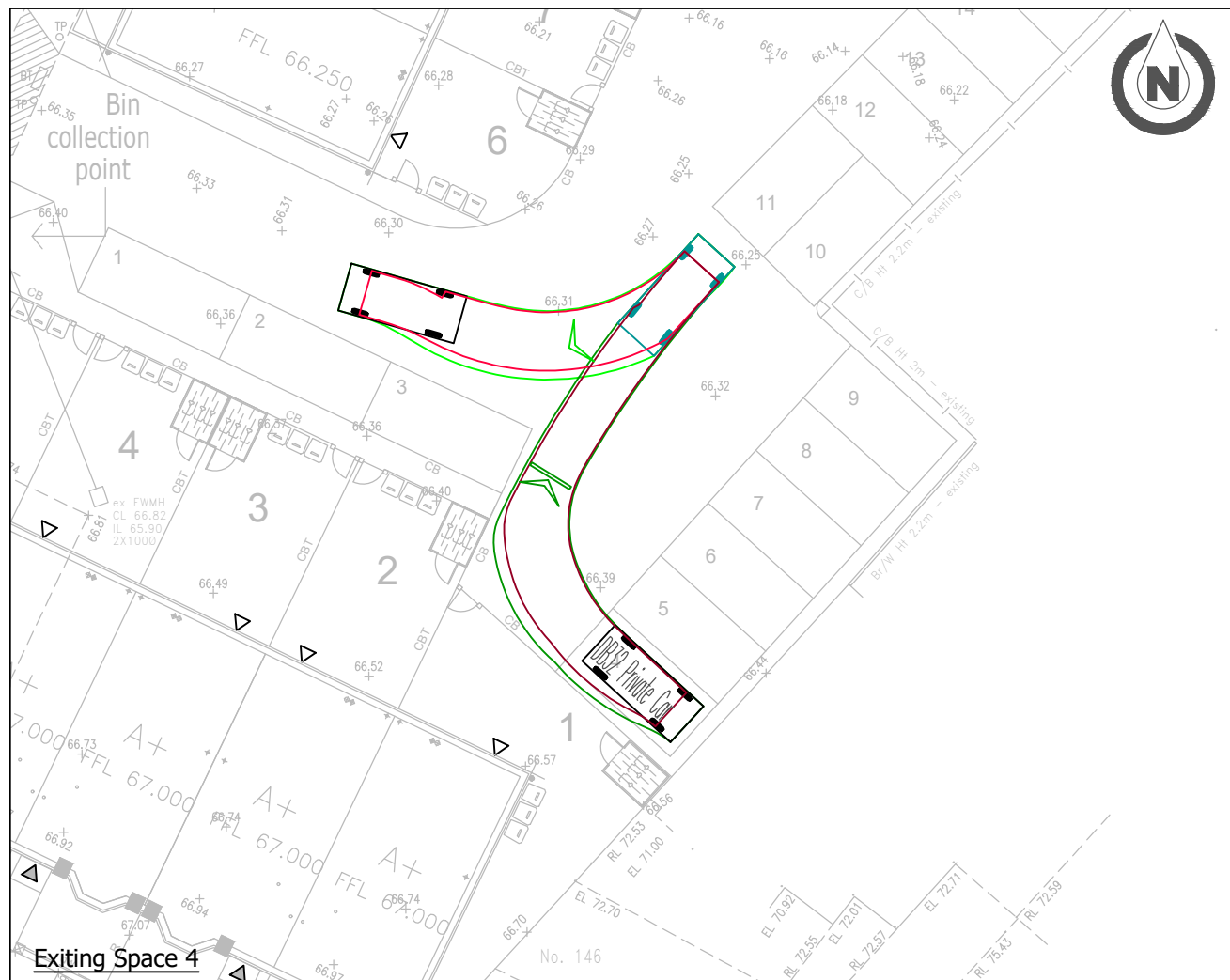
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
2. Base Drawing Provided By VJS Architectural Design & Planning Services Drawing Number 2049-001 Dated January 2024.



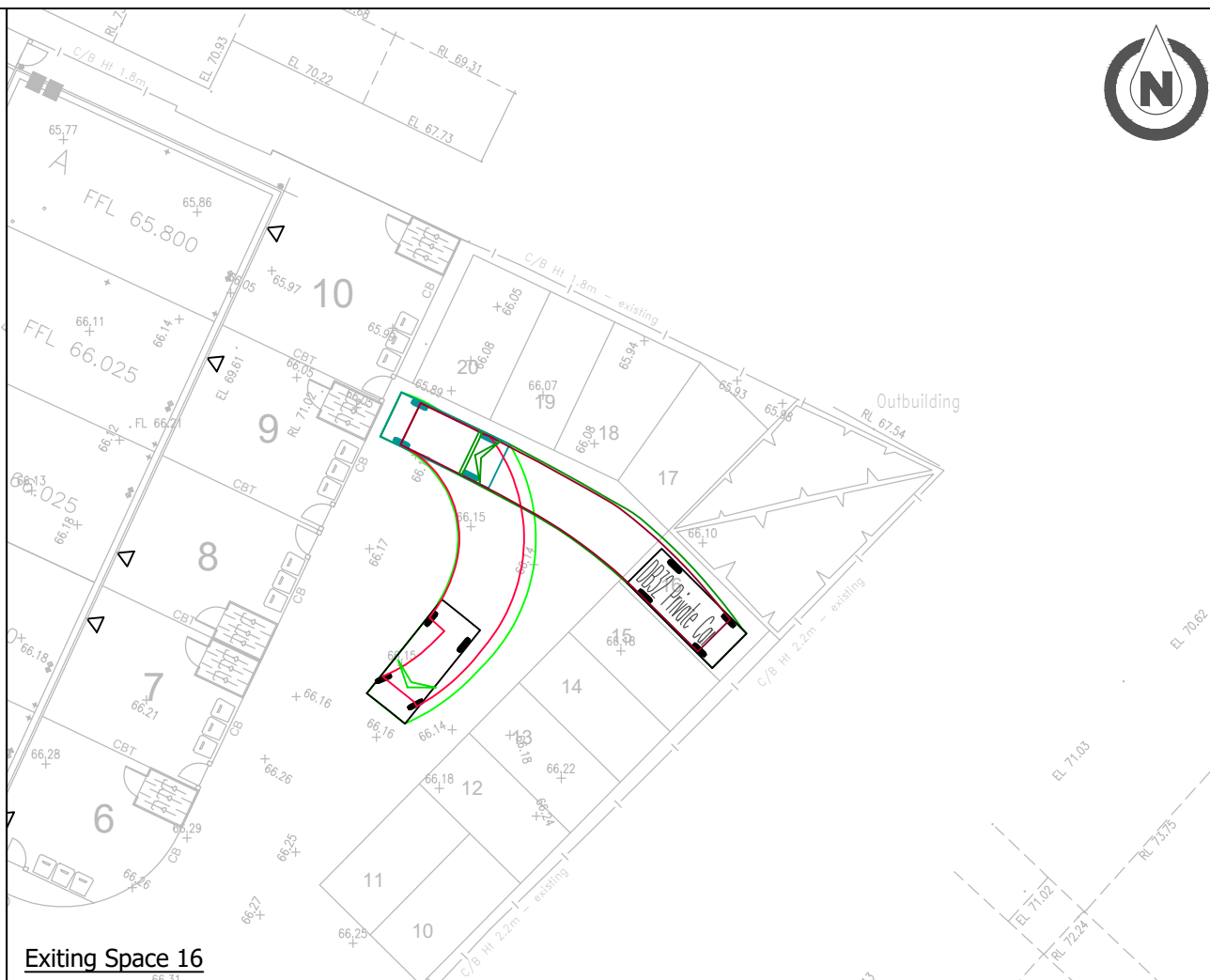
7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.550m
 Min Body Ground Clearance 0.351m
 Track Width 2.364m
 Lock to Lock time 4.50s
 Kerb to Kerb Turning Radius 7.400m



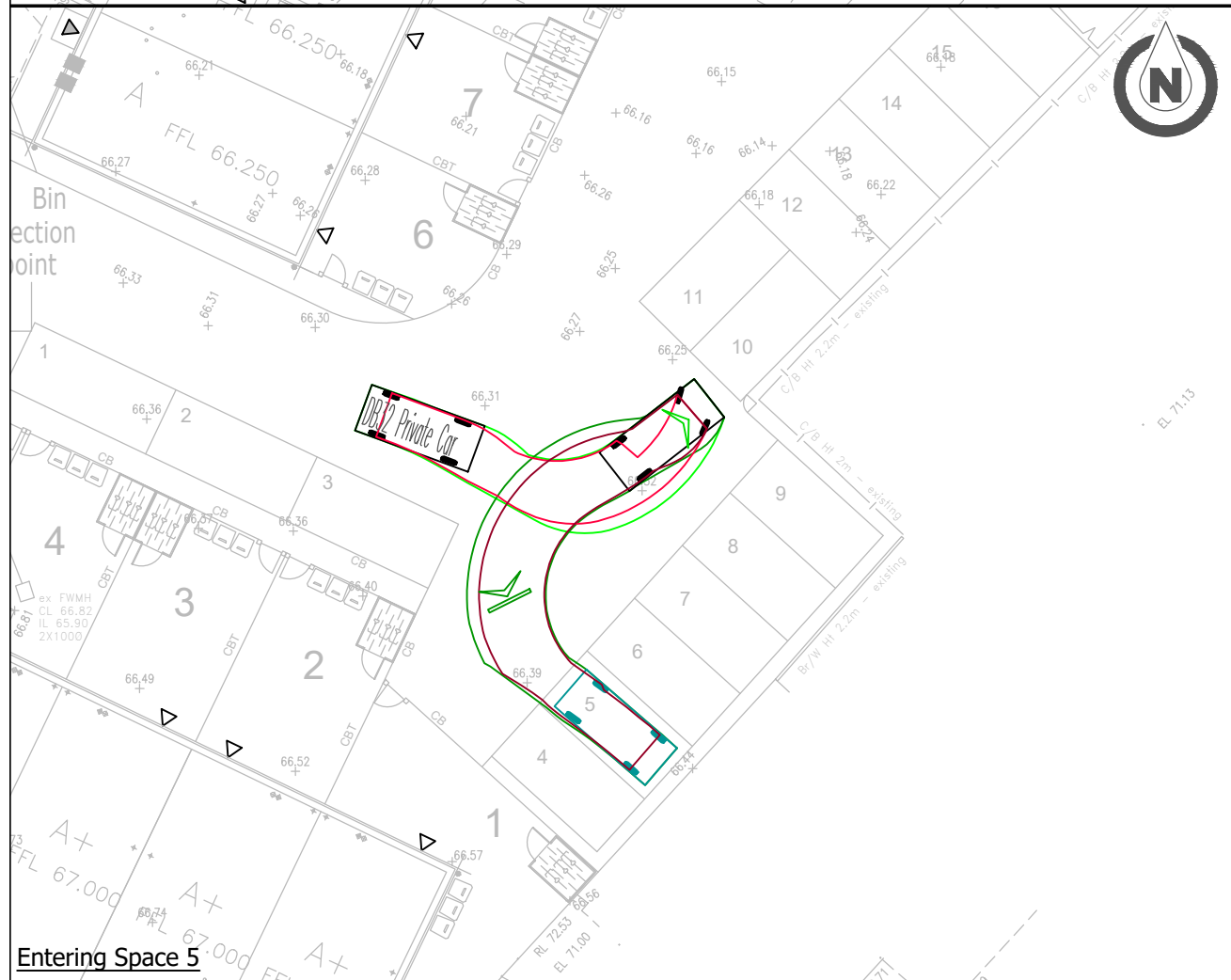
Rev	Description	Date
Client: VJS Projects Ltd		
Project: Mike Wells Cars Rushden Northamptonshire		
Drawing Title: Swept Path Analysis (Box Van)		
Drawing Number: RHC-23-322-01		
Revision: -	Sheet Size: A3	Scale: 1:250
Drawn & Checked By: AR	Date: 17/01/2024	Status: Information



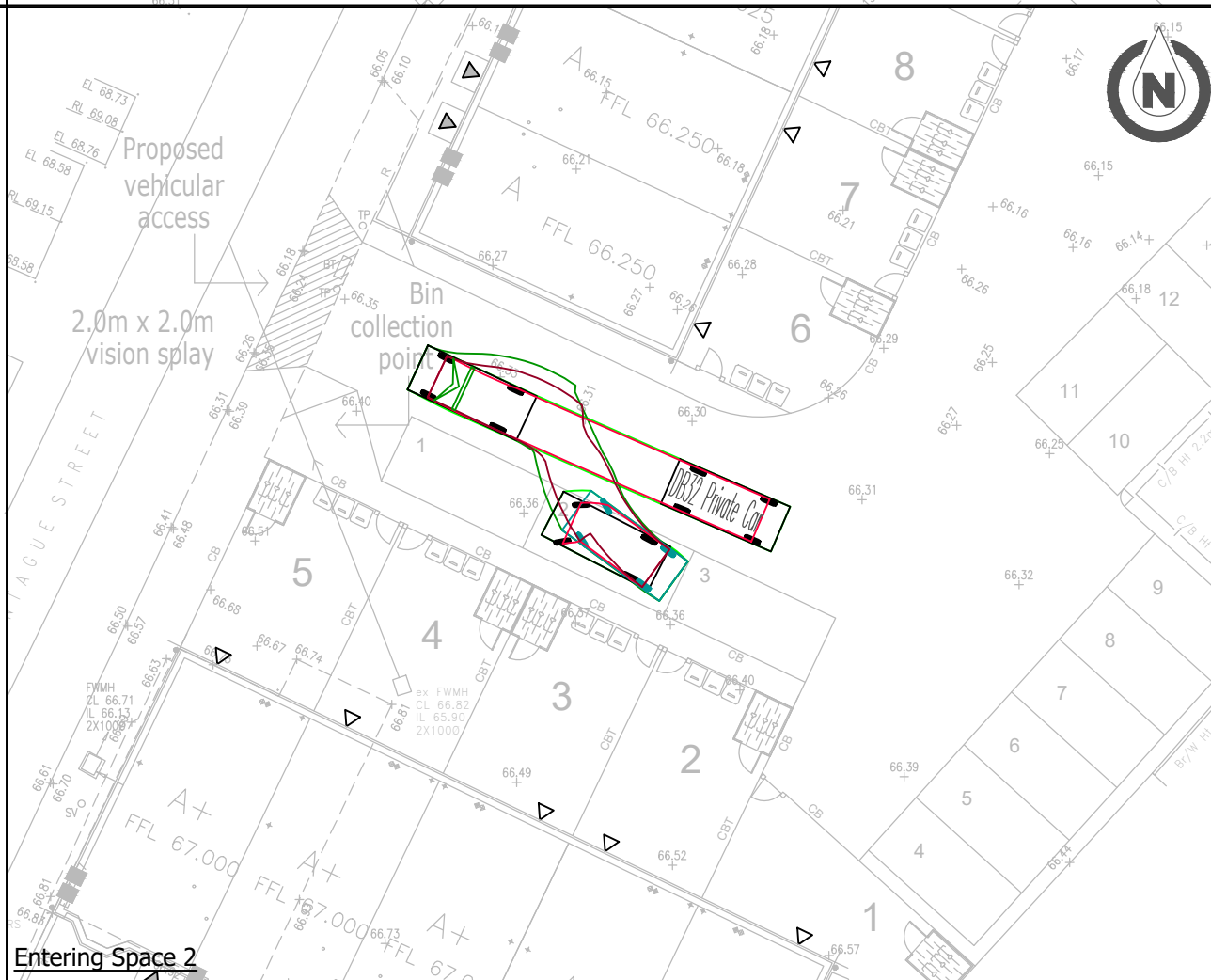
Exiting Space 4



Exiting Space 16



Entering Space 5



Entering Space 2

Notes:

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- Base Drawing Provided By VJS Architectural Design & Planning Services Drawing Number 2049-001 Dated January 2024.

DB32 Private Car
 Overall Length 4.223m
 Overall Width 1.715m
 Overall Body Height 1.592m
 Min Body Ground Clearance 0.234m
 Max Track Width 1.629m
 Lock to lock time 4.02s
 Kerb to Kerb Turning Radius 5.780m

Rev	Description	Date
Client: VJS Projects Ltd		
Project: Mike Wells Cars Rushden Northamptonshire		
Drawing Title: Swept Path Analysis (Car)		
Drawing Number: RHC-23-322-02		
Revision: -	Sheet Size: A3	Scale: 1:250
Drawn & Checked By: AR	Date: 17/01/2024	Status: Information

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