



ASTER CARS SITE, PETERBOROUGH ROAD, WHITTLESEY

HIGHWAYS TECHNICAL NOTE

FEBRUARY 2024

Doc Ref: 3023004/D/1A

“ Integrating
transport & planning
seamlessly ”

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1. Introduction

- 1.1. Clewlow Consulting Limited is instructed by Optimum Land and Property to advise on highways and transport matters in connection with the proposed redevelopment of the Aster Cars Site, Peterborough Road, Whittlesey. The proposed development comprises the erection of seven residential units largely utilising the access points serving the present site.
- 1.2. This note supplements the information provided in the Planning and Access Statement and sets out the acceptability of the proposed development of the Site for residential use in highways and transport planning terms.

2. Highways Access

- 2.1. Peterborough Road is classified as the A605 and runs almost exactly on an east-west axis. In practice Peterborough Road can be deemed to be straight in the vicinity of the Site. The site is located on the western edge of Whittlesey where the extent of frontage development together with the constraints associated with the road has led to a 40mph speed limit being applied to its full distance between Peterborough and Whittlesey. A near continuous footway also runs along the northern side of the A605 over this distance. However the poorest provision for pedestrians along this whole length is arguably in the vicinity of the Aster Cars site (see Plate 1).



Plate 1 - Existing Gap in Footway Provision along Peterborough Road outside Aster Cars site
(image courtesy of Google Streetview)

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- 2.2. Plate 1 shows that the footway provision immediately to the west of the site is nevertheless good and has been measured from a site survey as providing a width of 2.4m. Footway provision to the east of the Site abuts the recent development of Holly Blue Gardens, the design for which incorporates the required 2.4m wide standard for footway provision.



Plate 2 – Typical View of north side of Peterborough Road outside Aster Cars site
(image courtesy of Google Streetview)

- 2.3. Plate 2 clearly shows that the highway land in front of the Aster Cars site can typically operate as a layby. Plate 2 also shows the use of the private frontage of the Aster Cars site for car parking. Together these uses provide a significant barrier to the passage of pedestrians along this section of the A605 Peterborough Road.
- 2.4. Either side of the 'layby' are the existing accesses servicing the site. Plate 3 shows the western access and Plate 4 shows the eastern access. The layout remains effectively unaltered from the time when, prior to being dedicated to car sales, the Site operated as what is generally referred

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to as a petrol filling station. Accordingly access and egress was and could continue to be provided from both the western and eastern accesses for not only cars and light vans but also larger tankers and other goods vehicles required to supply and service the Site.



Plate 3 - Existing Western Access off Peterborough Road
(image courtesy of Google Streetview)



Plate 4 - Existing Eastern Access off Peterborough Road
(image courtesy of Google Streetview)



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3. Design of Proposed Accesses

- 3.1. The locations of the two proposed accesses are coincident with the existing access points and can therefore be considered as acceptable in principle.
- 3.2. Due to the width of the footways adjoining the Site accesses and the Site's position along a straight road there are no visibility constraints which would result in its location not being suitable in principle for making a direct connection between a shared private drive and the public highway.
- 3.3. Section 2.12 of Cambridgeshire County Council's "Highway Development Management -General Principles for Development" published in January 2023 provides details of the standards to which Shared Private Drives/Private Accesses are expected to adhere. Sub-section ii states that a shared private drive must be at least 5.0m wide for at least 8m from the highway boundary. The Architect's plans show that these criteria can be met for both the new western and eastern accesses.
- 3.4. The width of the shared private drive serving the eastern part of the development reduces to 3.7m which is in accordance with Section 2.12 Sub-section iii.
- 3.5. A turning area is provided at the end of the shared private drive, in accordance with Section 2.12 Sub-section iv.
- 3.6. An overarching principle of the use of a shared private drive for access to residential development is that the shared drive should generally serve around 5 dwellings. The Architect's Plan shows five dwellings on the eastern part of the Site and accordingly a shared private drive is an appropriate means of access.
- 3.7. On the basis of the County Council's historical basis for calculating vehicular trip-making from residential development the proposed development of the land for residential use is not expected to generate any increase in vehicular flows compared to the Site's permitted use.
- 3.8. The current highway boundary extends to the back edge of the layby in front of the Site. This facility would no longer be required once the existing use of the Aster Cars site has ceased and the development will contribute to creating a 2.4m wide footway thereby closing the existing gap in provision for pedestrians between Peterborough and Whittlesey.



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4. Conclusion

- 4.1. It is concluded therefore that the highways access arrangements for the proposed development of the Site would meet Cambridgeshire County Council's standards for residential use and will contribute significantly to the improvement of pedestrian provision along this section of Peterborough Road.