

## Agenda Item 1

### Planning and EP Committee 28 November 2017

**Application Ref:** 16/01361/FUL

**Proposal:** Residential development comprising 190 dwellings with associated access roads and landscaping

**Site:** Land To The South Of, Lawrence Road, Wittering, Peterborough  
**Applicant:** Larkfleet Ltd And Cecil Estate Family

**Agent:** Mr John Dadge  
Barker Storey Matthews

**Referred by:** **Cllr Lamb and Parish Council**

**Reason:** Access from A1 junction, Size of development, inadequate infrastructure, poor layout traffic and highways.

**Site visit:** 29.07.2016

**Case officer:** Miss A McSherry  
**Telephone No.** 01733 454416  
**E-Mail:** amanda.mcsherry@peterborough.gov.uk

**Recommendation:** **GRANT** subject to relevant conditions

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#### 1 Background

This application was considered by the Planning and Environmental Protection Committee on Tuesday 5<sup>th</sup> September 2017. Members deferred determination of the application until they had further information in respect of :-

1. The differing traffic impacts on the A1 Townsend junction, in respect of the now proposed 190 dwellings, compared to the Local Plan allocation of an indicative 160 houses and 1 hectare of employment land, and
2. The updating of the survey data, including accident data, in the Transport Assessment to not older than 3 years.

The original Committee report is appended to the end of this report, for information.

## **2 Referral back to Committee**

The applicant submitted a Highways Technical note to provide the additional highway information requested by Members.

As part of this Technical Note an updated traffic survey was undertaken on 13<sup>th</sup> September 2017, and included queue surveys of vehicles accessing Townsend Road from the A1.

Accident data was also obtained from Cambridgeshire County Council for the period of January 2012 and April 2017.

### **Accident Data**

In respect of the personal injury accidents (PIA) data over this 5 year period, these are summarised below:-

#### A1/Wittering Townsend Road Junction

A total of 7 recorded accidents.

Severity – All Slight

Reason for accidents:-

- 5 - due to vehicle drivers changing lanes on the A1 and failing to adequately look
- 2 - due to HGV's following vehicles too closely and colliding with the vehicles in front

No accidents were recorded in relation vehicles turning into or out of Townsend Road, Wittering.

#### A1/North of Wittering Townsend Road Junction

A total of 7 recorded accidents.

Severity – 5 – Slight  
1 – Serious  
1 – Fatal

Reason for accidents:-

- 5 - Slight - due to drivers following too close and failing to break to avoid collision with the vehicles in front.
- 1 – Serious - due to a vehicle overturning and losing control and colliding with 2 other vehicles and the driver sustaining a serious injury.
- 1 – Fatal - involved a pedestrian crossing the A1 carriageway in the early hours of the morning.

#### 3km stretch of the A1 south of the junction with Wittering and 3km north of the A1/A47 junction

A total of 29 PIA's recorded.

Severity - 23 – Slight  
5 – Serious  
1 - Fatal

Reason for accidents:-

23 – Slight and 4 – Serious - due to drivers following too close and failing to break to avoid collision with the vehicles in front or drivers changing lanes and failing to properly look.

1 Serious – Due to a driver travelling south and becoming distracted and colliding with parked HGV.

1 – Fatal – Due to a vehicle changing lanes to the left and colliding with a HGV which had started to break to be able to park.

#### A1/A47 Junction

A total of 24 PIA's recorded.

Severity - 20 – Slight

4 – Serious

20 – Slight and 4 – Serious - due to drivers following too close and failing to break to avoid collision with the vehicles in front or drivers changing lanes and failing to properly look.

#### **Impact on Junctions**

##### A1/Townsend Rd, Wittering junction

The impact of this proposed development on the A1/Townsend Rd Wittering junction has been further assessed based on the updated traffic survey data of the Junction and future growth of traffic flows to 2020 and 2027. Based on the updated survey data, the proposed development would contribute at worst to a 1.4% traffic increase on the A1 south of the Wittering junction during the evening peak period. The morning peaks and north bound evening peak would all represent a less than 1% increase in traffic. The assessment therefore concludes that the additional trips associated with this development would not produce a material impact on the future operation of the Wittering Townsend Rd/A1 junction.

In assessing the operation of this junction, it was important to look at the right turning lane and associated queue lengths. As such a merge and queue length assessment was undertaken in the Transport Assessment and updated for the 2020 and 2027 assessment flows. This assessment concluded that the existing taper merge provides the appropriate layout to accommodate the additional development traffic without any requirement to upgrade the junction.

The right turning diverge lane on the A1 southbound approach was assessed again. The right turn lane measures approximately 250m in length. Allowing 5.75m per vehicle and 2m space between each queuing vehicle, would allow 32 vehicles to queue in this lane. The updated queue survey results confirmed that vehicles making use of the right turning diverge lane formed a queue substantially less than the total lane length, with a maximum of 12 vehicles was recorded at any given time and typically less than 6. Therefore presently accommodating a maximum of 12 vehicles during peak periods would still leave capacity for around another 20 vehicles during peak times. Based on this and taking into account the additional traffic from this proposed development, it is not considered that this development would prejudice the operation of this junction.

In conclusion the updated information demonstrates that the additional trips associated with the proposed development would not have an adverse impact on the operation of the Townsend Rd, Wittering/A1 junction. Therefore no mitigation works are required at the junction to accommodate this additional traffic. It is also noted that none of the recorded accidents were as a result of vehicles turning in or out of the Townsend Rd, Wittering junction with the A1.

##### A47/Oundle Rd, Wittering junction

This junction was tested using the revised traffic flows. The data demonstrated that the junction would operate within capacity during peak hours in the 2020 and 2027 projections. Therefore the trips associated with the proposed development would not have an adverse impact on the operation of the junction and no mitigation would be required.

## **Comparison of traffic impact of differing land uses**

The site is allocated for 160 residential units and 1 hectare of employment class B1 (offices and light industrial) or B2 (general industrial) land. Concern has been raised at the last Committee meeting that traffic generated by the proposed development of 190 residential units could put extra pressure on the A1/Townsend Rd junction than that generated by the Mixed use (160 dwellings and 1 hectare of employment use) allocated by the Local Plan on this site. As a result, a trip generation exercise has been undertaken to compare the level of trips which could be generated by the allocated site versus that of this proposed development.

For a residential scheme of 160 units and 1 hectare of employment land, it was predicted that it would generate 38 more trips in the morning peak and 28 more trips in the evening peak, when compared to the development of 190 dwelling proposed. Some of these trips to serve the employment uses would be by Heavy Goods Vehicles (HGV), whereas for this housing scheme once constructed none of the trips would from HGV's. Therefore the proposed scheme would generate less transport movements than the mixed use scheme allocated in the Local Plan.

The trip distribution of the residential trips in the TA was based on the 2001 census data as the 2011 census data was not available at the time it was produced. It has now been updated with the 2011 census data. The distribution pattern has been looked at for the 160 and 190 schemes. The anticipated trip distribution of employment trips has also been based on the 2011 census data.

A comparison of the impact of traffic flows on the impact on the A1/Townsend Rd Wittering junction was undertaken in respect of the Mixed Use allocated development (employment and residential) and the 190 dwellings. The worst case scenario showed that for the Mixed use development there would be a 1.4% increase in traffic on the A1 junction, this is the same as for the 190 dwellings proposal. However for the 190 unit scheme taking account of the updated residential distribution patterns of traffic movements from the updated census data, the traffic impact on this junction reduces to 1.1%. In any case, the data indicates that there would not be a material impact on the operation of the junction.

In terms of turning right from the A1 into Wittering, Townsend Rd junction the comparison between the allocated and proposed schemes this works out at a maximum of 42 vehicles compared to 28 vehicles respectively, assuming vehicles do not choose to continue to the A1/A47 junction, so they can take the easier left hand turn into Townsend Road from the south. Therefore the proposed 190 dwellings would have less of an impact on the junction in terms of turning right across the northbound A1 traffic than the allocated mixed use allocated scheme would have.

Highways England have confirmed that they have assessed the information submitted. They have assessed the accident data, and looked at the right hand turn across the A1 into Wittering and the queuing capacity of the right hand turn lane. They conclude that their original response remains unchanged that that they could not object to the level of development proposed on highway safety grounds in respect of its impact on the A1 junction.

PCC's Highway Officers, who's responsibilities cover the local highway network, and not the A1, confirm also that their position remains unchanged, and that they raise no highway objections subject to conditions.

## **Conclusion**

The accident data submitted shows that at the A1/Townsend Rd junction of the 7 slight accidents over the 5 year period, none were as a result of vehicles entering or leaving Wittering junction. The updated traffic surveys and traffic distribution data, demonstrates that there is capacity at this junction to accommodate the development proposed. It also shows that for the 190 dwellings now proposed that there would be 38 less trips in the morning peak hour and 28 less in the evening peak hour than the allocated mixed use development (160 dwellings and 1 hectare of employment land). The data also shows that there is capacity at the A47/Oundle Rd junction to accommodate

the development proposed. Therefore the existing A1/Townsend Rd junction has capacity to accommodate the development proposed and the impact on traffic flows would be less for this development than the previously allocated 160 dwellings and 1 hectare of employment land.

### **3 Additional Consultations**

#### **Highways England**

No Objections subject to a travel plan condition.

#### **PCC Peterborough Highways Services**

No Objections subject to conditions.

### **4 Recommendation**

The Director of Growth and Regeneration recommends that Planning Permission is **GRANTED** subject the same planning conditions and legal agreement as per the previous Officer report of 5<sup>th</sup> September 2017.

Copy to Cllr Ward

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