[redacted]

**From:** [redacted]>
**Sent:** 04 April 2025 12:45
**To:** Marie Roseaman <Marie.Roseaman@huntingdonshire.gov.uk>
**Subject:** RE: 25/00225/FUL - GSN Conservatories The Town Great Staughton St Neots PE19 5BE - Extension to existing conservatory showroom building, erection of 6 no. light industrial units (Class E) and associated layout alterations
**Importance:** High

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Good afternoon Marie

I now have the following additional information which I hope will address the highways concerns.

- 700-B – Proposed Means of Access
- 800-B – Swept Path Analysis 10m Rigid Truck Site Access
- Great Staughton - Manual Traffic Survey, Tuesday 17th January 2016
- Commentary from our Transport consultant – please see below

Commentary

This email has been prepared to seek to address the comments raised by Cambridgeshire County Council (CCC), as local highway authority, as part of the highways consultation response to development proposals at GSN Conservatories, The Town, Great Staughton, St Neots, PE19 5BE. The development proposals include for an "*extension to existing conservatory showroom building, erection of 6 no. light industrial units (Class E) and associated layout alterations*". The consultation response is attached for ease of reference.

*Proposed Access Arrangements*

CCC have raised two points, both requiring further information to be provided. Firstly, concern has been raised with regard to the ability of the proposed site access to accommodate the passing of an HGV entering the site while another vehicle is waiting to exit. In order to address this concern, attached drawing **ST-3588-700 rev B** shows an

improved access junction now with 10m junction radii. It has also been demonstrated via an updated swept path analysis that a 10m rigid truck is able to enter the site while another vehicle waits to exit at the access – see attached drawing **ST-3588-800 rev B**.

*Development Impact*

Secondly, CCC have suggested that a traffic survey needs to be undertaken to determine if the number of vehicles to be generated by the development proposals will have an impact on the operation of the local highway network.

As set out in the Transport Statement (ref: ST3588/TS-2501-Great Staughton) prepared in support of the planning application, the below table identifies the number of vehicle trips determined as being generated by the proposed development:

| AM Peak Hour (08:00 – 09:00) | | PM Peak Hour (17:00 – 18:00) | | Daily (05:00 – 21:00) | |
|---|---|---|---|---|---|
| **Inbound** | **Outbound** | **Inbound** | **Outbound** | **Inbound** | **Outbound** |
| 9 | 5 | 3 | 6 | 62 | 64 |

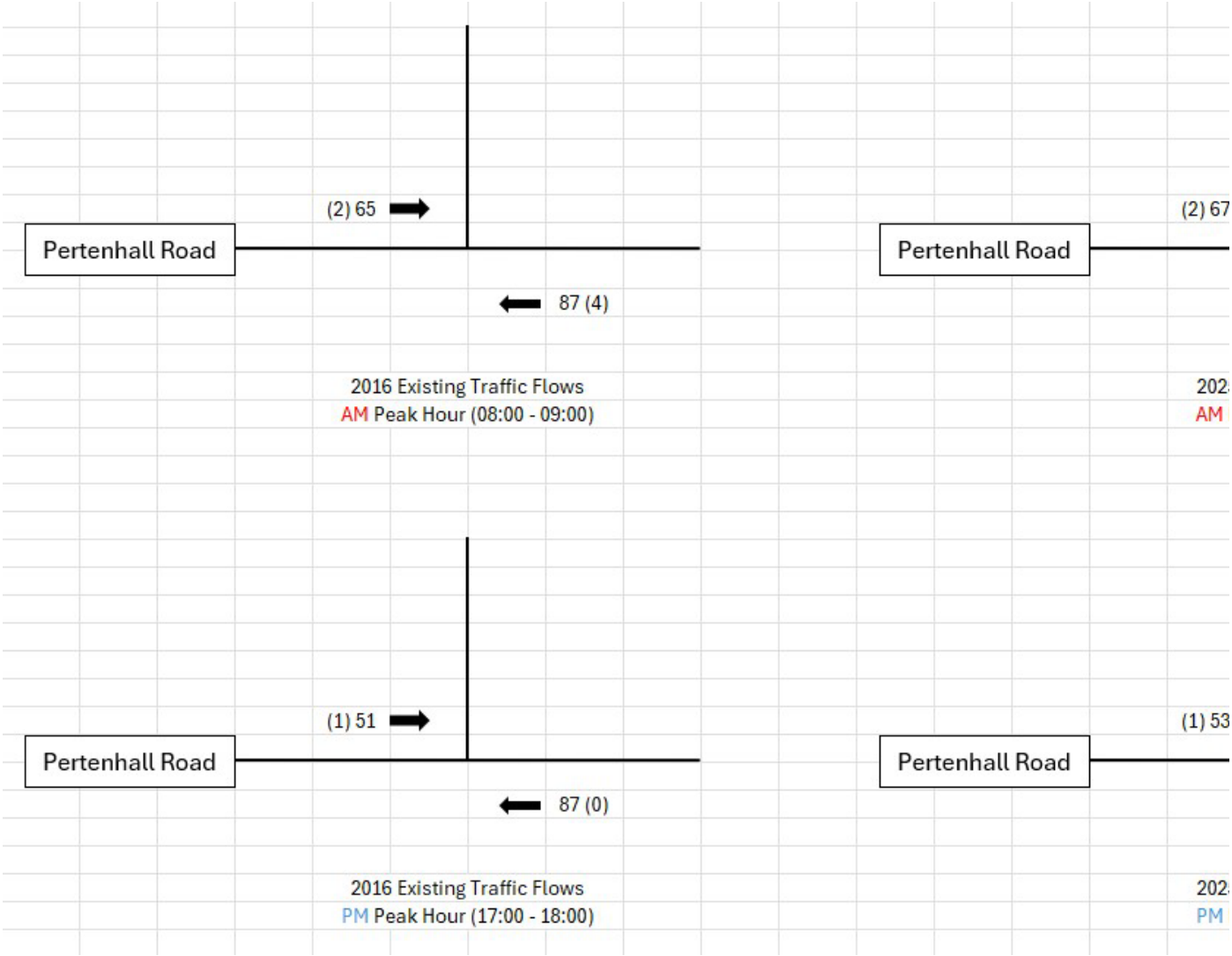
During the weekday AM peak hour, a total of 14 two-way vehicle trips are predicted to be generated while nine two-way vehicle trips are predicted during the PM peak hour. During the AM peak hour, this equates to one additional vehicle every four to five minutes. During the PM peak hour, this equates to one additional vehicle movement every six to seven minutes. This level of additional vehicle movements is negligible and will be imperceptible to existing road users. A request for a traffic survey of existing vehicle movements to determine the impact of the development trips on the local highway network is extreme when considering the significantly low level of traffic to be generated by the development proposals.

Nonetheless, traffic surveys undertaken along Pertenhall Road in support of development proposals at Zantra Ltd (ref: 17/00764/FUL) to the east of the application site and south of Pertenhall Road have been reviewed in order to provide context. While it is appreciated that these traffic surveys are dated January 2016, the traffic flows have been growthed to 2025 using the TEMPro database for comparison purposes.

TEMPRo Traffic Growth Factors using Geographical Area 'Huntingdonshire 015' are identified as follows:

2016 – 2025 AM peak period: 1.0296
2016 – 2025 PM peak period: 1.0277

The below traffic flow diagrams show the 2016 surveyed and 2025 growthed traffic flows along Pertenhall Road in the vicinity of the application site. The 2016 surveyed flows have been extracted from the Transport Statement (ref: 22601/04-17/4823) prepared in support of development proposals at the Zantra site (ref: 17/00764/FUL). A copy of the traffic survey data from the Transport Statement is attached for ease of reference.




The above traffic flow diagrams identify two-way vehicle movements of 157 and 143 vehicle movements during the AM and PM peak hours, respectively. These peak hour traffic flows are considered very low and the addition of 14 (8.9% increase) and 9 (6.3% increase) additional two-way vehicle movements during the AM and PM peak hours, respectively will be insignificant when considering the impact on an already lightly trafficked road. As such, the development will not result in an unacceptable impact on highway safety and the residual impact on the road network will not be severe. Therefore, the development proposal should not be refused on highways grounds as it satisfies the requirements of paragraph 116 of the National Planning Policy Framework.

If you need any further information please let me know.

Kind regards

[redacted] **BA (Hons) MRTPI**
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