PLANNING CONSULTATION RESPONSE

To: Lucy Pateman Huntingdonshire District Council Pathfinder House St Marys Street Huntingdon PE29 3TN	**Place & Sustainability** **Highway Development Management** Cambridgeshire County Council West Highways Division Huntingdon Highways Depot Stanton Way Huntingdon Cambs PE29 6PY
App Reference: 24/02416/FUL	**Contact**: Robin Hobbs
Date In: 13/01/2025 Date Out: 07/02/2025	

Application: Change of use of an Agricultural Grain/Storage Barn to a Children's Play Barn and associated external alterations (Re-submission following 24/00523/FUL).

Location: Barn, 47 St Judiths Lane, Sawtry.

With regards to the proposed children's play barn, I would have the following comments.

- From the survey data provided for the existing traffic flows on St Judiths Lane, there appears to be a near equal split between pedestrian and vehicular traffic, with pedestrian movements being slightly higher than the recorded vehicle movements, with weekend movements for pedestrians being greater still.

- St Judiths Lane for much of its length is single vehicle width in nature, narrowing to around 3.4m in some locations – with narrow verges and adjacent ditches/ drains in places.

- There are no pedestrian facilities on St Judiths Lane between Holborn View and the proposed site.

- Given the existing physical highway constraints along St Judiths Lane, there appears to be very limited potential for improved footway or passing bay provision in mitigation of the proposal.

- St Judiths Lane forms part of a well-used pedestrian recreational route in the Sawtry area.

- St Judiths Lane on the days of the surveys indicates that there are between 130 - 200 movements per day, with an average of 150 with the modal split as indicated above.

- The traffic generation related to the proposal has been established through the TRICS (Trip Rate Information Computer System) which indicates that the proposed use could generate approximately 156 vehicle movements per day. **In broad terms, this may equate to a housing development of between 25 - 30 dwellings**.

- From the submitted Transport Statement, the development is expected to increase from 160 movements per day to circa 280 movements per day, this is an increase of approximately 75%, or nearly double the existing flows with the majority of movement being vehicle traffic.

In relation to the increase in vehicle and pedestrian movements resulting from the development and given the inadequate infrastructure to enable vehicles to pass vehicles and non-vehicular travel modes, it is considered that the intensification of use of the substandard highway that the proposal would engender and would be prejudicial to conditions of highway safety.

Given the above, with the movement hierarchy where pedestrians and cyclist should be considered first, I would recommend refusal of this application for the following reasons:

HIGHWAY REASONS FOR REFUSAL

- St Judiths Lane is inadequate to serve the proposed development by reason of restricted carriageway width, inadequate pedestrian infrastructure, and the lack of passing places; the proposed development would intensify the use of the inadequate approach road infrastructure to an unacceptable degree, resulting in an unacceptable impact upon highway safety and being contrary to Paragraph 115 of the National Planning Policy Framework.