

COTSWOLD  
TRANSPORT  
PLANNING

# William Morrison (Cheltenham) Limited

Land Adjacent to Oakhurst Rise, Cheltenham

Technical Note: Highway Matters relating to Planning  
Appeal (Ref. APP/B1605/W/20/3261154)

January 2021





## DOCUMENT REGISTER

<b>CLIENT:</b>	<b>WILLIAM MORRISON (CHELTENHAM) LTD</b>
<b>PROJECT:</b>	<b>LAND ADJACENT TO OAKHURST RISE, CHELTENHAM</b>
<b>PROJECT CODE:</b>	<b>CTP-16-176</b>

<b>REPORT TITLE:</b>	<b>TECHNICAL NOTE</b>		
<b>PREPARED BY:</b>	<b>ADAM PADMORE</b>	<b>DATE:</b>	<b>JANUARY 2021</b>
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## List of Contents

### Sections

1	Qualifications and Statement of Truth.....	1
2	Introduction.....	3
3	Summary of Issues.....	4
4	Conclusion.....	9



# 1 Qualifications and Statement of Truth

## Qualifications and Experience

- 1.1 My name is Adam Charles Padmore and I am the Managing Director of Cotswold Transport Planning Ltd.
- 1.2 I hold a 1<sup>st</sup> Class Honours Bachelor of Science (BSc) degree in Environmental Geography and two separate Master of Science (MSc) degrees in Environmental Management (elective in Sustainable Travel), and Transport Planning. I have been a member of the Chartered Institute of Highways and Transportation since 2007.
- 1.3 I have worked in the field of transport planning since 2006 and have a wide range of experience relating to private sector development planning, particularly residential development. Specialisms included within my role at Cotswold Transport Planning include land acquisition and site feasibility appraisals, the production of transport impact assessments to consider and mitigate the impact of major and minor development proposals, and sustainable transport planning. I have also assisted with a variety of planning appeals.
- 1.4 I have visited the appeal site and am familiar with the local area and highway network conditions.

## Statement of Truth

- 1.5 I confirm that I have made clear which facts and matters referred to in this report are within my own knowledge and which are not. Those that are within my own knowledge I confirm to be true. The opinions I have expressed represent my true and complete professional opinions on the matters to which they refer.

## Declaration

- 1.6 I confirm that my report has drawn attention to all material facts which are relevant and have affected my professional opinion.
  - 1.7 I confirm that I understand and have complied with my duty to the Planning Inspectorate as an expert witness which overrides any duty to those instructing or paying me, that I have given my evidence impartially and objectively, and that I will continue to comply with that duty as required.
  - 1.8 I confirm that I am not instructed under any conditional or other success-based fee arrangement.
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- 1.9 I confirm that I have no conflicts of interest.
- 1.10 I confirm that I am aware of and have complied with the requirements of the rules, protocols and directions of the Planning Inquiry.

Signed by.....

Adam Padmore

*Managing Director* on behalf of **Cotswold** Transport Planning Ltd

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## 2 Introduction

- 2.1 Cotswold Transport Planning Ltd (CTP) is retained by William Morrison (Cheltenham) Ltd to provide transport planning services in support of an Outline Planning Application for a residential development on of a parcel of land adjacent to Oakhurst Rise, in south-east of Cheltenham.
- 2.2 A Planning Application for 43 dwellings was submitted to Cheltenham Borough Council (CBC) under reference 20/00683/OUT, but subsequently refused by CBC's planning committee in September 2020. An appeal is registered with PINS and has been subsequently allocated the reference **APP/B1605/W/20/3261154**.
- 2.3 This Technical Note (TN) has been produced to provide the Inspector with a summary of the pertinent highways and transportation issues raised via third-party objections (herein referred to as objections) against the development, specific to the forthcoming planning appeal, and to aid with the Appellants's appointed Expert Witness concerning general Planning matters and justification for the overall suitability of the proposal.
- 2.4 Where relevant, reference has been made to Gloucestershire County Council's (GCC) design guidance documents Manual for Gloucestershire Streets (MfGS) (July 2020), Technical Specification for New Streets (TSfNS), and GCC's consultation response to the planning application.



### 3 Summary of Issues

#### Introduction

- 3.1 **Section 2** provides a summary of the headline issues raised throughout the correspondence, submitted in objection to the appeal.

#### **Criticism of the Development having a Single Access Point**

##### Summary of Objection

- 3.2 Objections have been raised in connection with the site having only one point of access, from Oakhurst Rise, which is a cul-de-sac.

##### CTP Response

- 3.3 MfGS specifies on page 38 (attached at **Appendix A** of this TN) that there is no limit to the number of dwellings that can be served via an informal street (subject to modelling), and therefore there is no substance to this objection. For the Inspector's benefit, no modelling was necessary for the site access from Oakhurst Rise, due to the number of dwellings proposed (43) being low in real terms. This was agreed with GCC.

#### **Width and Gradient of Oakhurst Rise**

##### Summary of Objection

- 3.4 Objections have been raised in regard to whether or not Oakhurst Rise is wide enough to accommodate additional development traffic, and also whether the gradient is acceptable to serve the development.

##### CTP Response

- 3.5 MfGS specifies on page 38 that a typical width of 4.5m to 5.5m is required for an informal street. On-site and topographical survey measurements confirm Oakhurst Rise is 5.5m, and is therefore an acceptable width.
- 3.6 Having undertaken numerous site visits along Oakhurst Rise without difficulty, witnessed other travellers using this section of highway, and seeing no evidence before me in the form of personal injury collision data that demonstrates there to be any pattern of highway safety concerns, I conclude that Oakhurst Rise is acceptable to serve the additional traffic that will be placed on it in the event the Appeal is allowed. The difference between 'at least 25 dwellings' (as per Local Plan Policy HD4) and the proposal (43 dwellings) has no material consequence.



## **Oakhurst Rise as an Access Road**

### Summary of Objection

- 3.7 In the Statement of Case prepared by 'Friends', Oakhurst Rise is challenged as being suitable to accommodate additional development.

### CTP Response

- 3.8 CTP observe Oakhurst Rise to be of a very typical residential layout, where the presence of driveways, junctions, changes in gradient and changes in inter-visibility all contribute cumulatively to having a calming effect on speeds, and a heightening of driver awareness, making it safer.

## **Concern over Increases of Traffic on Oakhurst Rise and Local Roads**

### Summary of Objection

- 3.9 Concerns are raised over the level, and impact, of increased traffic on Oakhurst Rise and local roads including Ewens Road and Beaufort Road.
- 3.10 Related to objections regarding the increase of local traffic flows, are concerns that this will endanger pedestrians.

### CTP Response

- 3.11 As set out in the Transport Assessment, the predicted level of traffic generation arising from this development in real terms is very low, and will have no discernible impact on the operation of the local highway network.
- 3.12 Furthermore, there is no evidence or reason to consider that this traffic will endanger local pedestrian travel. Indeed, analysis of local personal injury collision statistics demonstrates there is no issue or pattern of any highway safety concerns in close proximity of the site.
- 3.13 GCC have accepted that the development will not result in a material level of traffic that will have any impact on the safe operation of Oakhurst Rise or roads local to the site.



### **Concern over Existing Problems with ‘Rat-running’ on Local Roads**

#### Summary of Objection

- 3.14 Objections have been made in connection with the existing situation regarding alleged - rat-running that takes place between London Road and Hales Road, as drivers attempt to avoid queuing on the A40.

#### CTP Response

- 3.15 CTP acknowledge that this may be occurring. However, this is not an issue that will be either effected or exacerbated by the development proposals, and therefore should not form the basis of any objection or refusal of this planning appeal.

### **Concern over Traffic Capacity / Congestion of the A40**

#### Summary of Objection

- 3.16 Objections are made concerning traffic congestion on the A40, primarily at the junctions of A40 / Hales Road and Sixways, and the impact that this development will have in connection with this.

#### CTP Response

- 3.17 The predicted levels of traffic forecast to be generated by this development, as set out in the Transport Assessment, are very low in real terms, and will not have a material or severe impact on the safe operation of the A40. This conclusion was established in the transport evidence prepared to support the planning application, and subsequently agreed by GCC.

### **Concerns over Impact of Construction Traffic**

#### Summary of Objection

- 3.18 General concerns over the impact of construction traffic on local roads.

#### CTP Response

- 3.19 Construction traffic and associated impacts are a by-product of development. The appropriate mechanism for ensuring the impacts from construction traffic are managed and mitigated as far as possible, is to provide a Construction Traffic Management Plan (CTMP). It is accepted that a CTMP will be conditioned in the event the Appeal is allowed and planning permission granted.



### **Impact of Inclement Weather Conditions on Highway Safety**

#### Summary of Objection

- 3.20 Objections have been raised in connection to the impact that inclement weather conditions could have over access, in particular as a result of snow and ice.

#### CTP Response

- 3.21 The impact of snow and ice on the highway network is outside of the control of the Appellants, and effects, in theory, all development throughout England, admittedly to different extents. Periods of snow and ice in England are rarely extensive, and it would be inappropriate to stop or restrict development, to safeguard the use of the highway network for the often very-short periods where inclement weather conditions occur. It is the responsibility of highway users to make an appropriate decision on their need to travel, and their method of doing so, in the event that weather effects the conditions of the highway.

### **Distances to Services and Amenities accessible by Walking or Cycling**

#### Summary of Objection

- 3.22 Criticisms have been made over the precise calculation of the travel distances between the site and the services and amenities reference in the Transport Assessment, and the subsequent journey times.

#### CTP Response

- 3.23 Distances between the Appeal site and services and amenities have been estimated using measurement tools in the GoogleEarth software programme and are therefore approximate, but within an acceptable margin for error. This is a common approach across all transport assessment studies and is widely accepted by highway authorities across England including GCC.
- 3.24 The underlying point is that the Charlton Kings local centre is within an 800m walking distance of the Appeal site, and provides a suitable range of services and amenities, including bus stops, which contributes to making the location of the site sustainable.



## **Propensity for Walking or Cycling due to Gradient between London Road and Application Site**

### Summary of Objection

- 3.25 General objections are made on the basis that the gradient of Oakhurst Rise and connecting roads to London Road will discourage residents from walking and cycling, thus rendering the development over reliant on car travel.

### CTP Response

- 3.26 The gradient of Oakhurst Rise and Beaufort Road is likely to have some impact on the choice of travel by residents of the development, but it is not a substantial deterrent, and the fact remains that the site does provide opportunities to walk and cycle, in addition to providing access to bus stops on London Road, all within distances prescribed within prevailing design guidance.
- 3.27 Would-be travellers cannot be forced to walk or cycle. However, opportunities to travel by a range of means are present, and the development would be far from car dependant.

## **Whether access to the site by modes of Walking or Cycling are safe**

### Summary of Objection

- 3.28 It is noted in the Friends' Statement of Case that a reference is made from Councillor Baker as to '*how safe pedestrian and cycle access would be achieved, but no response was provided.*'

### CTP Response

- 3.29 As set out in the Transport Assessment, the local highway network provides access to the site (and existing local residential development) for both pedestrians and cyclists, with no record of local highway safety concerns involving pedestrians or cyclists. There is therefore no reason to consider that this will not continue in the event this development off Oakhurst Rise proceeds to go ahead.



## 4 Conclusion

- 4.1 Cotswold Transport Planning Ltd has been instructed by William Morrison (Cheltenham) Ltd to prepare this Technical Note in order to provide a summary of the issues raised by third-party objectors to the proposed development off Oakhurst Rise, in connection with the forthcoming Planning Appeal.
- 4.2 The issues in this note have been catalogued into key headline areas, examined, and responded to.
- 4.3 Cotswold Transport Planning maintains a strong conclusion that this development provides safe and suitable access, is sustainable, and will not result in any discernible or severe impact on the safe operation of the local highway network. As such, the conclusion remains that the development in highways and transportation terms is acceptable, and that this Appeal should be allowed.

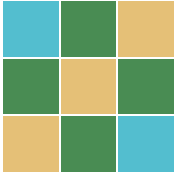
**APPENDIX A – EXTRACT (page 38) from MfS**

## Informal Street

Streets where formal traffic controls (signs, markings and signals) are absent or reduced. There is a footway and carriageway, but the differentiation between them is typically less than in a conventional street.



Maximum Design Speed	20mph achieved through measures such as Junction Treatment, surface changes, visual narrowing, central reservations, sensitive parking provision and green infrastructure.
Maximum No. Of Dwellings	No limit but subject to modelling
Frontage Access	Restricted 20m from Junctions
Carriageway Width	4.5m to 5.5m (6.2m if a bus route)
Footways	2m wide both sides. Where necessary street furniture are accommodated in the footway (such as street lighting columns, cycle parking stands, planters, bins and benches) then a wider footway should be specified.
Cycleways	On Street
On street parking	Visitor Provision on Street
Landscaping	Optional 2m verge separating carriageway Landscaping Permitted.
Verge	Can be used instead of footway where no Pedestrian desire line is identified. Can be reduced to 1m where no services or



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