A J BEAMAN CONSTRUCTION LTD

# PROPOSED RESIDENTIAL DEVELOPMENT
# HAREWOOD CLOSE, CHEADLE

## ACCESS APPRAISAL

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| project number: ADC3030 | | | | report reference: ADC3030-RP-A |
|---|---|---|---|---|
| version | date | author | reviewer | comments |
| 1 | | Keith Gamblen | | internal draft |
| 2 | 15/09/2022 | Keith Gamblen | Matt Tatler | first issue to client team |
| 3 | 23/05/2023 | Keith Gamblen | Matt Tatler | updated layout |

## Introduction

1. ADC Infrastructure Limited were commissioned by AJ Beaman Construction Ltd to produce an Access Appraisal in support of a proposed residential development on land north of Harewood Close in Cheadle, Staffordshire. Staffordshire Moorlands District Council (SMDC) are the local planning authority and Staffordshire County Council (SCC) are the local highways authority.

2. Harewood Close is a narrow single track that currently serves two dwellings. The development proposals comprise the construction of two additional dwellings, meaning there would be a total of four dwellings accessed from Harewood Close. An aerial photograph of the site is shown in **Figure 1** below and the proposed site plan is contained in **Appendix A**.




Figure 1: Aerial photograph

3. This report presents the proposed access arrangement as well as undertaking a brief sustainable travel audit to summarise the opportunities for travel by sustainable modes. The report also assesses the likely trip generation of the development to understand the impact on the local highway network.

## Existing use and site location

4. The site currently has one bungalow. The property to the west of the site also served off Harewood Close would be retained. Harewood Close varies in width up to a maximum of 3.1m to the existing bungalow and it has been confirmed that the client has ownership of the access road and, therefore, can be widened to accommodate the additional dwellings.

5. The site is bound by a residential property to the west served from Harewood Close, residential properties to the east and north served from the A522 and residential properties to the south accessed from Greenways Drive. The A522 is subject to a 30mph speed limit in the vicinity of the

site and extends to the A52 to the north and the centre of Cheadle as well as Uttoxeter and the A50 to the south.

## Accident record

6. The Crashmap database (www.crashmap.co.uk) confirms there have been no accidents along Harewood Close or on the A522 in the vicinity to the site between 2016 and 2020. Hence, there is no accident problem.

## Opportunities for sustainable travel

7. Cheadle town centre is within the preferred maximum 2km walking distance[1] from the site. A 2km pedestrian catchment is shown in **Figure 2** below. Facilities within the 2km pedestrian catchment include Bishop Rawle C of E Primary School, Cheadle Academy, a JCB plant as well as ASDA and Morrisons supermarkets. The facilities can be accessed via street-lit footways on the A422 which extend to the centre of Cheadle.

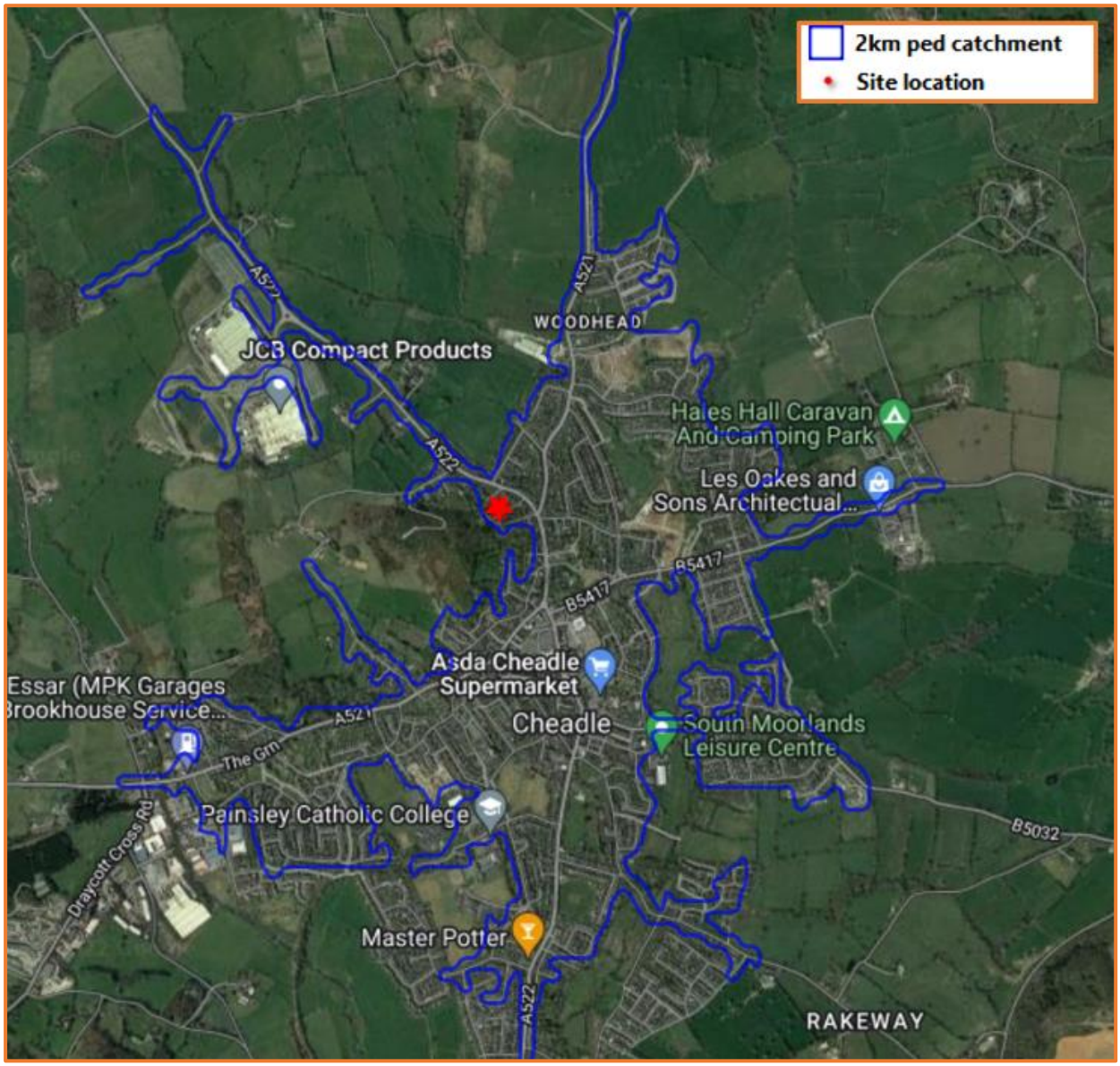


Figure 2: 2km pedestrian catchment

[1] Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

8. Cyclists are typically prepared to cycle up to 5km. Therefore, **Figure 3** shows the cycle catchment area based on a 5km distance from the site. As shown, the whole of Cheadle is within the 5km cycle catchment as well as the villages of Upper Tean and Kingsley.

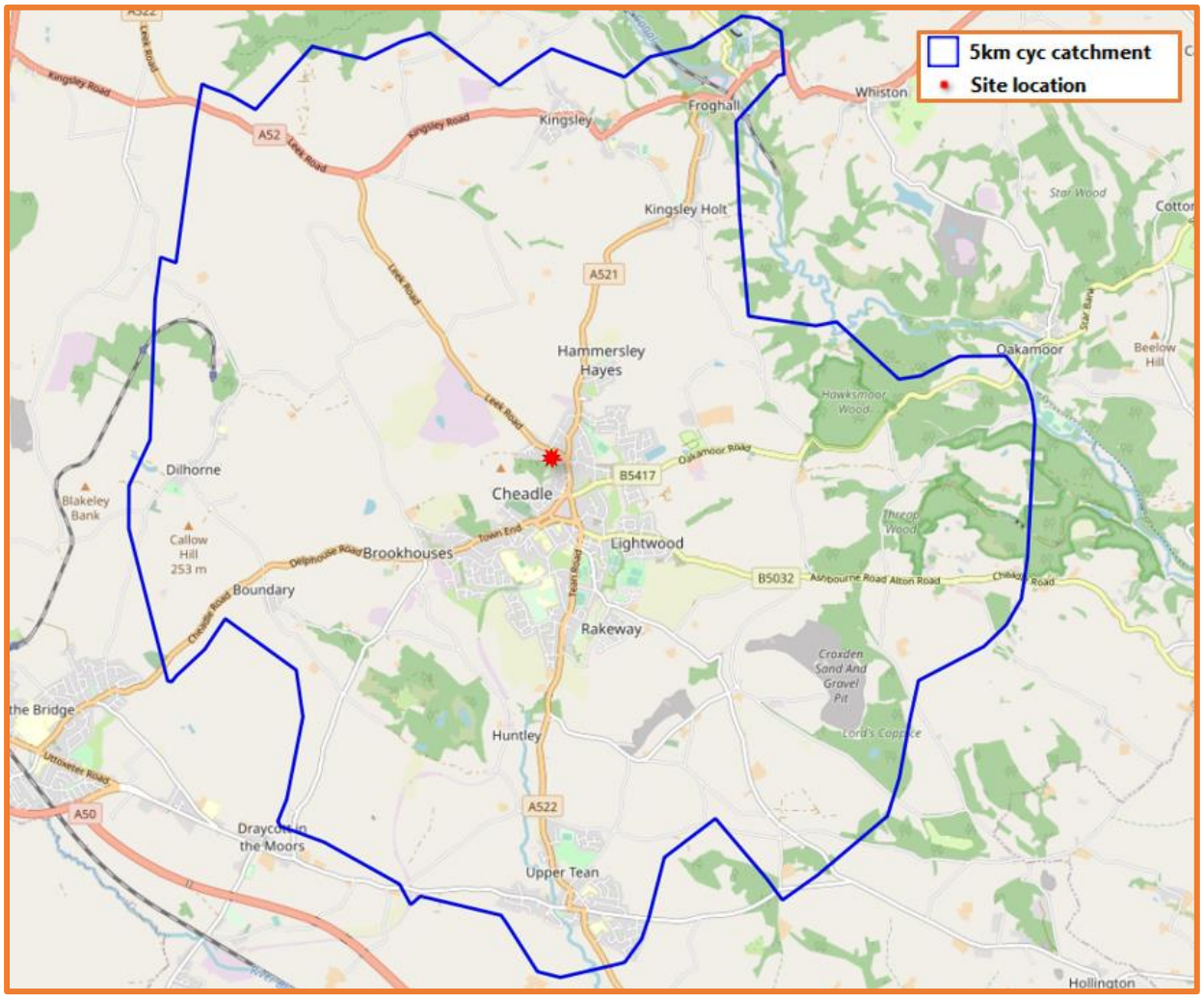


Figure 3: 5km cycle catchment

9. The nearest bus stop from the site is to the south of the site on the eastern side of the A522, approximately 200m walking distance from the existing bungalow on the site. The bus stop serves four routes notably the 32 Kingfisher and 32X services. Both provide connectivity to the centre of Cheadle whilst the former provides a regular service to Uttoxeter.

10. Therefore, proportionate to the scale and location of the development, there are opportunities for travel by sustainable modes.

## Access

11. As stated in Paragraph 4, Harewood Close varies between 2.2m and 3.1m in width. Paragraph 179 of Staffordshire's Residential Design Guide quotes, "*shared accesses to Higher Order Roads and existing County roads should be 4.2m in width, which should be maintained for the 6 metres into the site from the highway boundary".* Therefore, for the access road to accord with local design guidance, widening of the existing track would have to occur. Hence, as shown in **Drawing ADC3030-DR-001-P1**, the track has been widened to 4.2m which is achievable within the ownership boundary. Given the track has a pinch point of 2.2m, it is proposed the widening occurs across the entirety of the track rather than the first 6m behind the highway boundary. As

shown in **Appendix A**, there would be a new access off Harewood Close for the driveway of 'Dwelling A' whilst 'Dwelling B' would be accessed via an extension of the parking area for the existing bungalow on site.

12. In terms of visibility, as stated in Paragraph 5, the A522 is subject to a 30mph speed limit in the vicinity of the site. Therefore, based on the posted speed limit, 43m visibility splays are required at the site access. As shown in **Drawing ADC3030-DR-001-P1**, the required visibility splays are achievable in both directions within the public highway. Given the distance from the site to the public highway, a fire appliance would have to enter the site via Harewood Close. Therefore, to demonstrate the suitability of the access, a swept path analysis has been undertaken of a fire appliance at the site access as shown in **Drawing ADC3030-DR-002-P1**. As shown, a fire appliance would be able to enter and exit in both directions.

13. Therefore, given the access proposals are in accordance with the local design guidance and the required visibility can be achieved in both directions, safe and suitable access can be provided for the proposed development.

## Refuse collection

14. In terms of refuse collection, it has been confirmed by the applicant that collection for the two existing properties is operated by the kerb side on the A522 where the resident or refuse collector wheels the bin to/from the property. Given the proposed four dwellings would not generate a material number of vehicular trips compared to the existing two properties, it is considered a reasonable approach for refuse collection to be maintained from the kerb side on the A522. To assist with this, it is proposed a bin collection point is provided on Harewood Close, 25m behind the highway boundary. The indicative location of the bin collection point is shown within **Drawing ADC3030-DR-001-P1**.

## Summary and conclusions

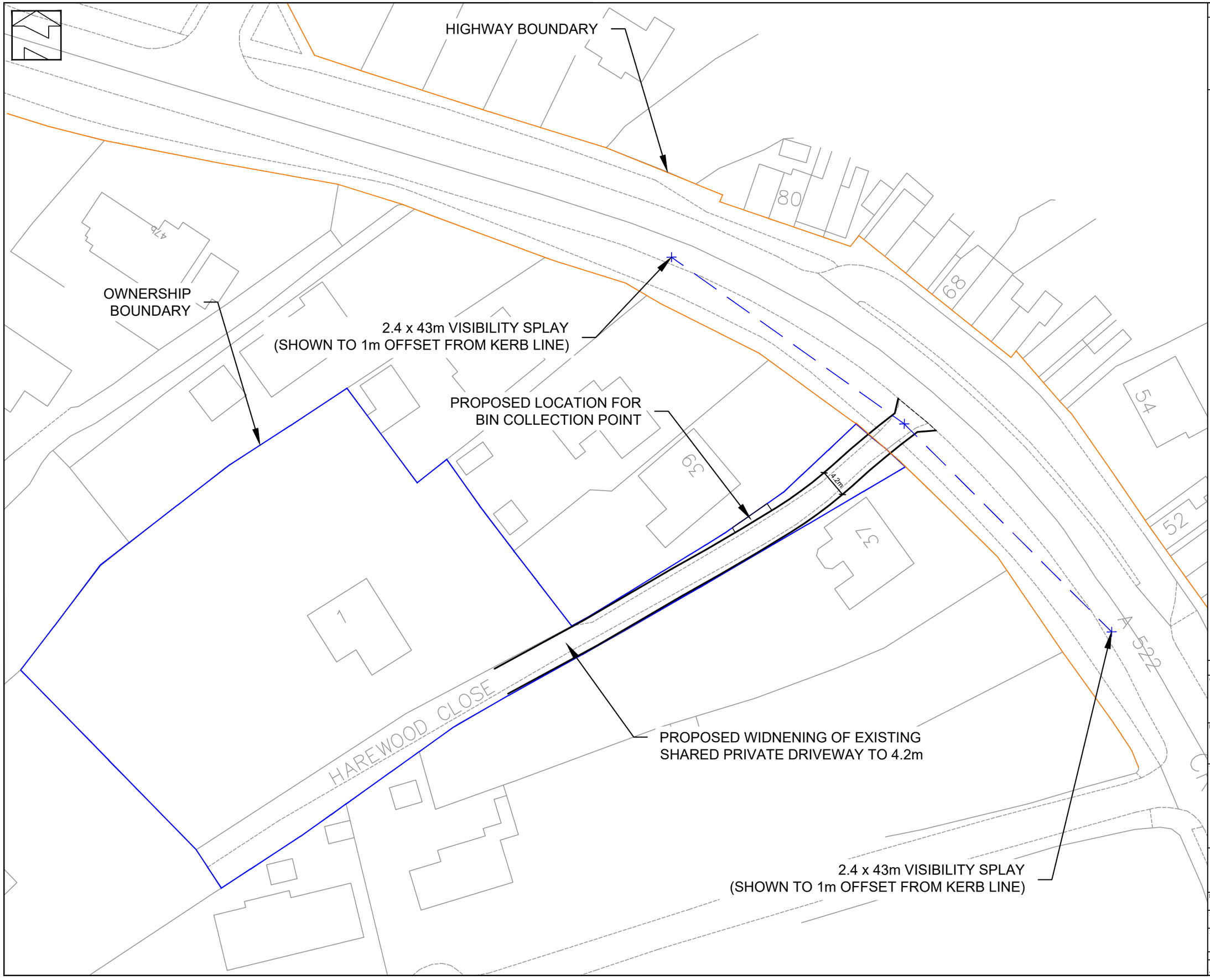
15. The proposed development comprises the construction of two new dwellings. The property to the west of the site would be retained and, therefore, with the development in place, four properties would be served from Harewood Close.

16. Regarding opportunities for sustainable travel, Cheadle town centre is within a 2km pedestrian catchment from the site and can be accessed via street-lit footways on the A422. The whole of Cheadle is within the 5km cycle catchment as well as the villages of Upper Tean and Kingsley. The nearest bus stop from the site is to the south of the site on the eastern side of the A522, approximately 200m walking distance from the existing bungalow on the site. The bus stop serves four routes which in combination, provide regular running to the centre of Cheadle and Uttoxeter. Therefore, proportionate to the scale and location of the development, there are opportunities for travel by sustainable modes.

17. To accommodate the proposed development, Harewood Close would be widened in accordance with SCC guidance. Suitable visibility is achievable from the existing access and refuse collection will be maintained from the kerb side.

18. With reference to the NPPF, the development would provide opportunities for travel by sustainable transport modes, and safe and suitable access can be achieved for all users. The development would not have a severe impact on the local highway network. The development should not be prevented on highways grounds.

# DRAWINGS




Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.

2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

| Rev | Date | Description | Dr | Rev |
|---|---|---|---|---|

Client:
**A J Beaman Construction Ltd**

Project:
**Harewood Close, Cheadle**

Title:
Proposed Access Junction Layout

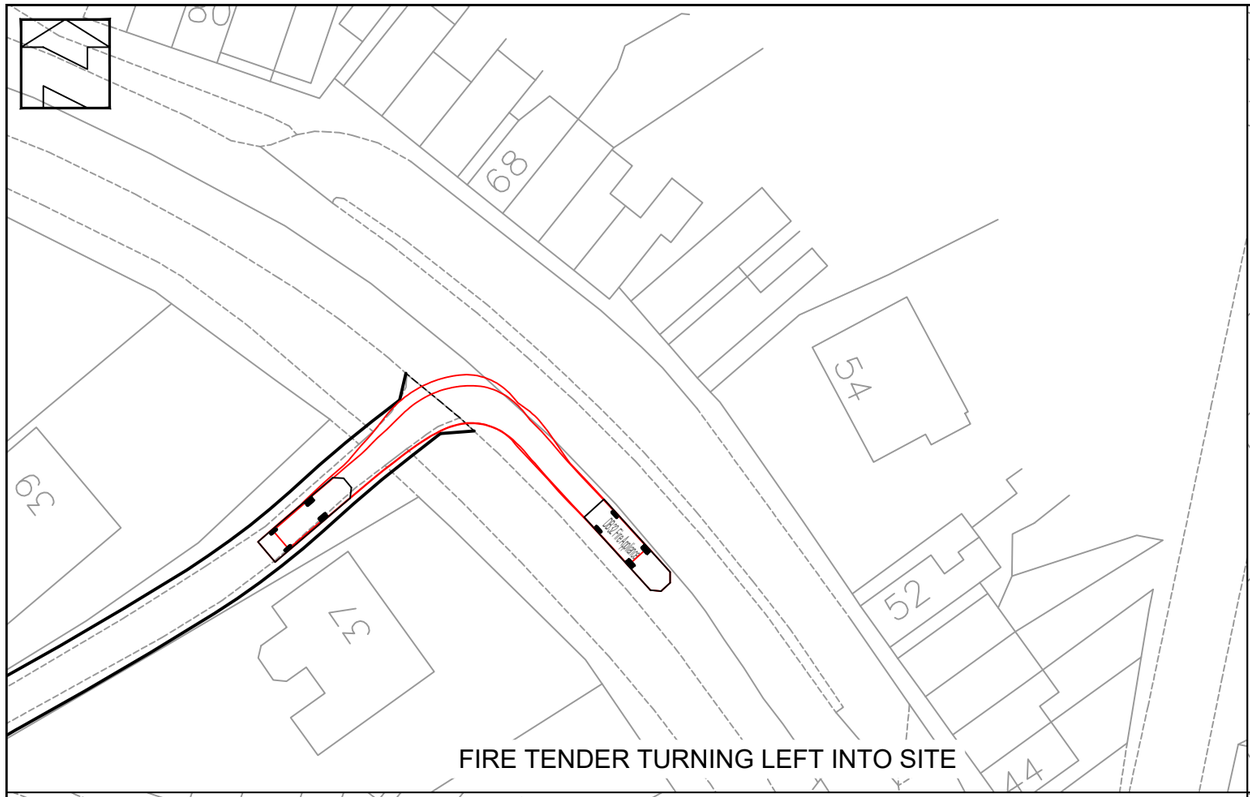
ADC INFRASTRUCTURE

| Drawn: | Reviewed: |
|---|---|
| K. Gamblen | M. Tatler |

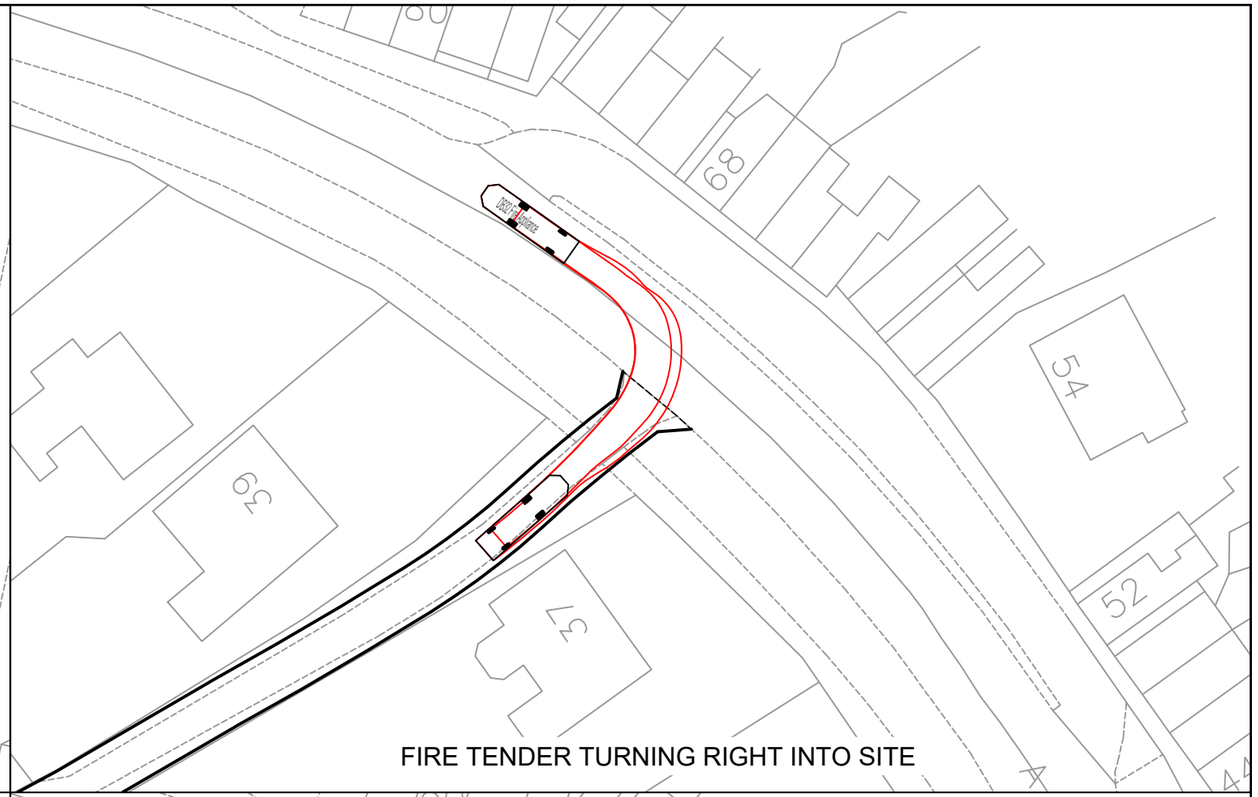
| Size: | Scale: | Date: |
|---|---|---|
| A3 | 1:500 | 02 / 09 / 2022 |

Status: PRELIMINARY ISSUE

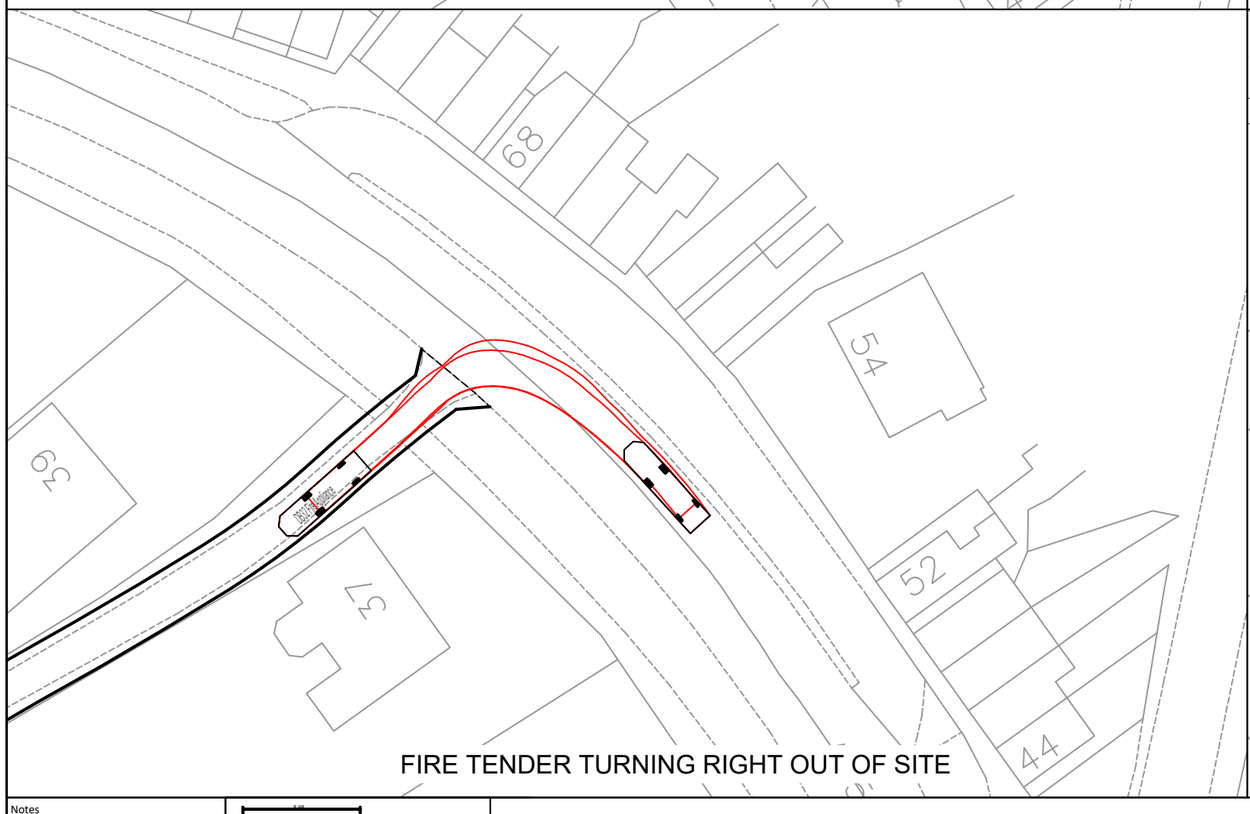
| Project Reference | Type | Number | Revision |
|---|---|---|---|
| ADC3030-DR- | | 001 | P1 |



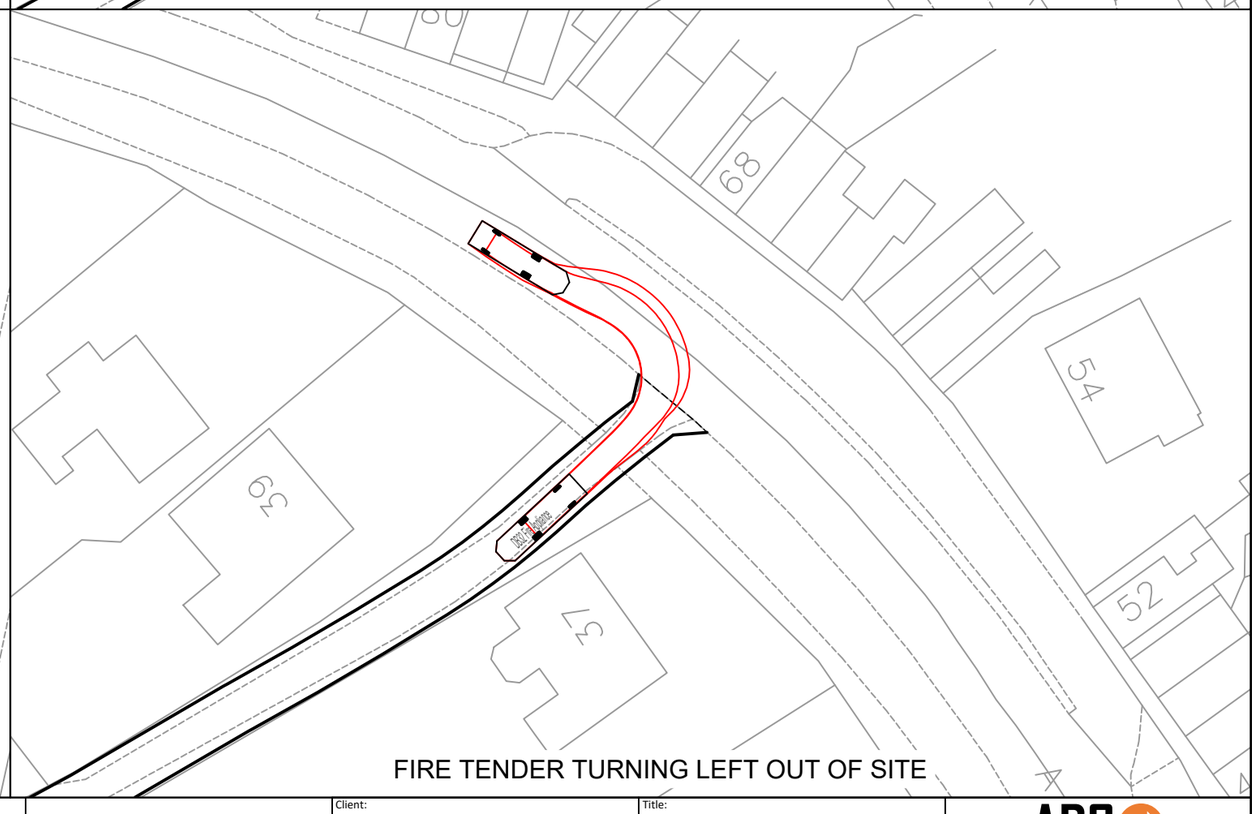

FIRE TENDER TURNING LEFT INTO SITE




FIRE TENDER TURNING RIGHT INTO SITE




FIRE TENDER TURNING RIGHT OUT OF SITE




FIRE TENDER TURNING LEFT OUT OF SITE

Notes

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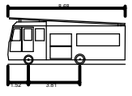

DB32 Fire Appliance

| | |
|---|---|
| Overall Length | 8.680m |
| Overall Width | 2.180m |
| Overall Body Height | 3.452m |
| Min Body Ground Clearance | 0.337m |
| Max Track Width | 2.121m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 7.910m |

| Rev | Date | Description | Dr | Rev |
|---|---|---|---|---|

Client:
**A J Beaman Construction Ltd**

Project:
**Harewood Close, Cheadle**

Title:
Swept Path Analysis of Fire Tender

Status:
PRELIMINARY ISSUE

ADC INFRASTRUCTURE

| Drawn: | Reviewed: |
|---|---|
| K. Gamblen | M. Tatler |

| Size: | Scale: | Date: |
|---|---|---|
| A3 | 1:500 | 02 / 09 / 2022 |

| Project Reference | Type | Number | Revision |
|---|---|---|---|
| ADC3030-DR- | | 002 | P1 |

# APPENDIX A

# PROPOSED SITE LAYOUT

## Safety Health and Environmental Information

A1

The following risks are identified as unusual or unfamiliar to a competent contractor

**CONSTRUCTION RISKS**
There are no significant or unfamiliar risks

**DEMOLITION RISKS** (FUTURE)
There are no significant or unfamiliar risks

It is assumed that all work will be carried out by a competent contractor working, where appropriate, to an approved method statement

Notes:

| | CS1 | 400876.520 | 343805.850 | 183.610 |
|---|---|---|---|---|
| | CS2 | 400823.668 | 343774.111 | 190.455 |
| | CS3 | 400807.977 | 343794.316 | 188.629 |

0 2 4 6 8 10 12 14 16 18 20

Scale Bar m

FOR GUIDANCE ONLY

| | | | | | | |
|---|---|---|---|---|---|---|
| 1:20 | 0 | 200mm | 400mm | 600mm | 800mm | 1000 |
| 1:100 | 0 | 1m | 2m | 3m | 4m | 5m |
| 1:50 | 0 | 1m | 2m | | | |
| 1:5 | 0 | 100mm | 200mm | | | |

| REV | DETAILS | DATE | CHECKED |
|---|---|---|---|


brownhill hayward brown
chartered architects

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Leek Road, Cheadle

Proposed Site Plan

A. J. Beaman

DRAWING NO. 3910 - SK05

REV -

DATE Dec '22

Preliminary

DRAWN SB | CHECKED - | SCALE 1:200 @ A1

ISO 9001 REGISTERED FIRM | ISO 14001 REGISTERED FIRM


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