



COTSWOLD  
TRANSPORT  
PLANNING

Julie Pirrie  
bpha Limited  
Bedford Heights  
Manton Lane  
Bedford  
MK41 7BJ

Date: 10 May 2019

Our ref: CTP-19-344

Your ref:

Dear Julie

**Bletsoe Neighbourhood Plan- Land at Captains Close, Bletsoe (Site 537)**

I write to set out details of the proposed access arrangement to the above potential development site for a development of up to 10 new residential dwellings. In my considered professional view this access, which is shown on the enclosed drawing (no. SK01) would provide safe and suitable access to the site and allow it to be allocated for residential development of this scale.

The proposed access arrangement is based on the creation of a new access via an extension of Captains Close. An existing gated access to the site currently existing. Using only land that is identified as being in the control of bpha (the site promoter), it is possible to provide an access with a width of 4.8m, as shown on the enclosed drawing.

A 4.8m carriageway would be more than adequate to serve the level of existing residential development and the proposed additional dwellings envisaged, allowing vehicles travelling in opposite directions to comfortably pass and facilitating access for refuse and emergency vehicles. I would note that based on both Department for Transport and Bedford Borough Council (BBC) design guidance, a carriageway width of 4.8m would be considered sufficient to serve a much greater level of development than up to 10 dwellings as proposed.

There is an existing narrowing of the carriageway adjacent to property no. 8 St Marys Close, which restricts the available carriageway width such that only a single vehicle can pass at this location. Should two vehicle travelling in opposite directions meet in this location, one is required to give-way. Given the number of residential properties on Captains Close, the probability of two vehicles meeting at this point is low, and I would not anticipate this being materially affected by vehicles associated with the additional 10 dwellings proposed.

Nevertheless, minor widening of the carriageway is proposed at this location to improve access for occasional larger vehicles such as refuse collection vehicles and overgrown vegetation will be removed to provide

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improved forward visibility to oncoming vehicles. To confirm that refuse vehicles can satisfactorily enter and exit the site, a swept path analysis has been undertaken and is presented in the enclosed drawing no. SP01. The swept path of two cars is presented in the enclosed drawing no. SP02, which shows that sufficient forward visibility would be provided to oncoming vehicles to allow them to safely give-way if required.

In addition, the existing garage block located adjacent to this pinch point is proposed to be demolished and re-provided within the site. This will remove the potential for vehicles to park in this location. On this basis, I consider that the pinch point would operate safely, and would also act as a natural traffic calming feature which would help keep vehicle speeds low.

Pedestrian access to the site would also be provided via the extension to Captains Close. Given the low number of vehicle movements, this route could operate safely as a shared surface, with pedestrians sharing the carriageway with vehicles as at present.

I have also undertaken a review of the achievable visibility splays at the existing junction of St Marys Close with The Avenue. A visibility splay of 2m x 43m is achievable to both the north and south, with some minor kerb realignment as shown on the enclosed drawing. This is sufficient for vehicles travelling at the posted speed limit on The Avenue of 30mph. This visibility splay is sufficient to ensure that the vehicles exiting the access will have sufficient visibility of vehicles on The Avenue.

Existing traffic flows on this section of The Avenue will be relatively limited such that there is no reason why the junction would not continue to operate satisfactorily with the additional development. The improved visibility splay to the south would improve ensure that the junction continues to operate safely.

The proposed access arrangement and junction layout conform to relevant design guidance and standards including Manual for Streets (published by the Department for Transport) and Bedford Borough Council's own design standards.

Within the site, an integrated network of vehicle and pedestrian routes would be provided to each dwelling and provision made for appropriate car and cycle parking to meet Bedford Borough Council Parking Standards. In addition, the existing garages on St Marys Close that are to be demolished to improve the vehicular access arrangements will be re-provided within the site.

In terms of vehicle movements, a development of 10 residential dwellings is estimated to generate around 6-8 vehicle movements in total (arrivals and departures) during the busiest morning and evening hourly periods. During all other hours of the day the number of vehicle movements would be lower than this. This represents approximately one additional vehicle movement every 7-10 minutes, a level of additional vehicle movements that I consider would be virtually imperceptible to existing road users, particularly when considered in the context of typical daily variations in traffic flows that naturally occur.

I am therefore of the view that the allocation of the site for residential development is entirely appropriate, that safe and suitable access can be provided for vehicles and pedestrians and that the additional dwellings would not have a detrimental impact on the operation of the local highway network.

I am aware that as part of the Neighbourhood Plan process, the promoter of the site has been asked to demonstrate that safe and suitable access to the site can be provided before this land can be allocated in the Neighbourhood Plan. Following my detailed consideration as set out above and shown on the attached, a safe and suitable access can be provided within land under the control of the owner of site 537, Land at Captains Close.

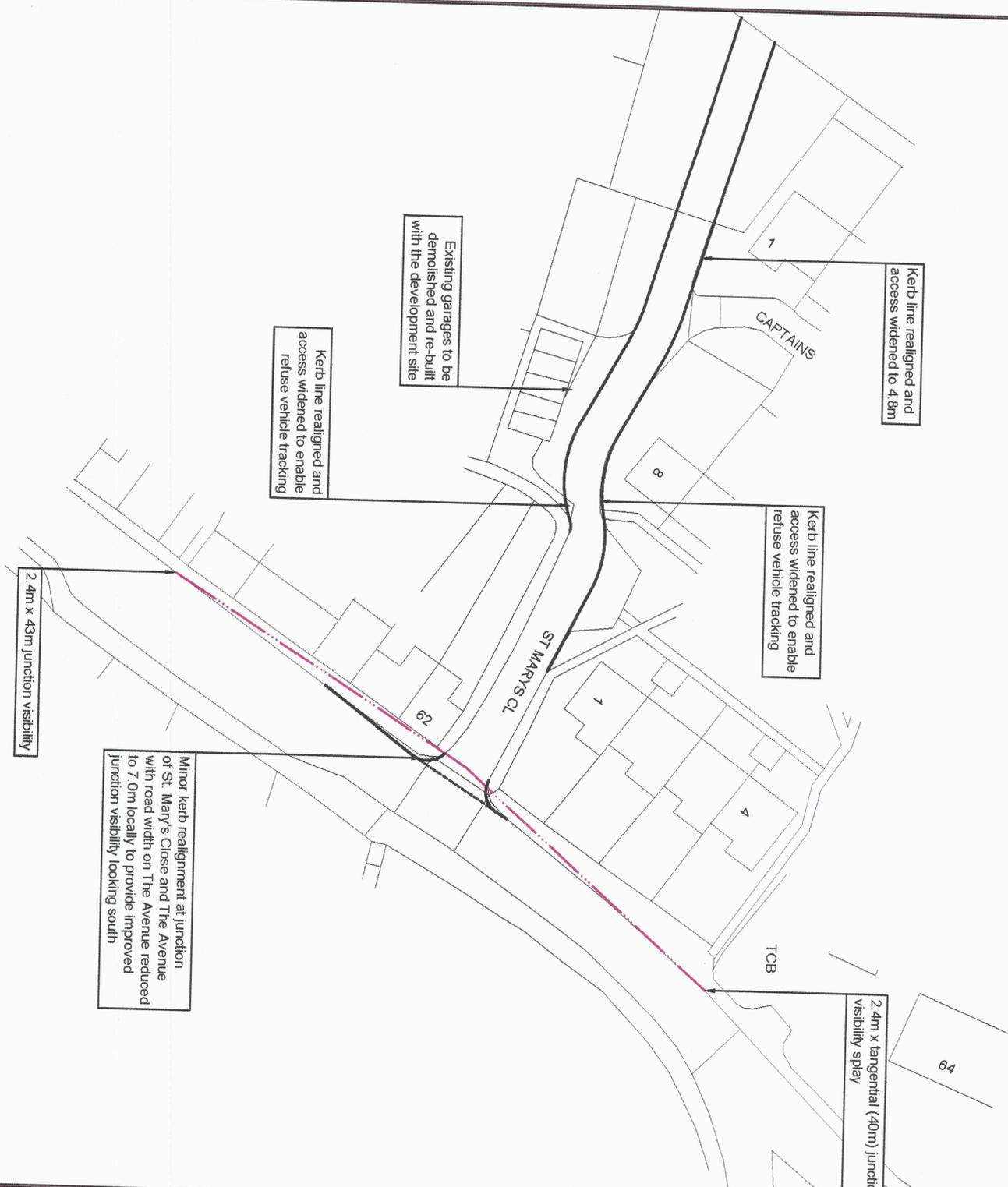
Yours Sincerely

Chris Elliott BSc (Hons) MCIHT

*Associate Director*

**Cotswold** Transport Planning Ltd

Enc: CTP Drawings CTP-19-344 SK01, SP01 & SP02



- Notes:
1. Based on OS mapping data. Works shown subject to confirmation of existing layout by topographical survey.
  2. Proposed works subject to confirmation of land ownership.



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Drawing Title:  
**Proposed Access Arrangement**

Client:  
**BPHA**

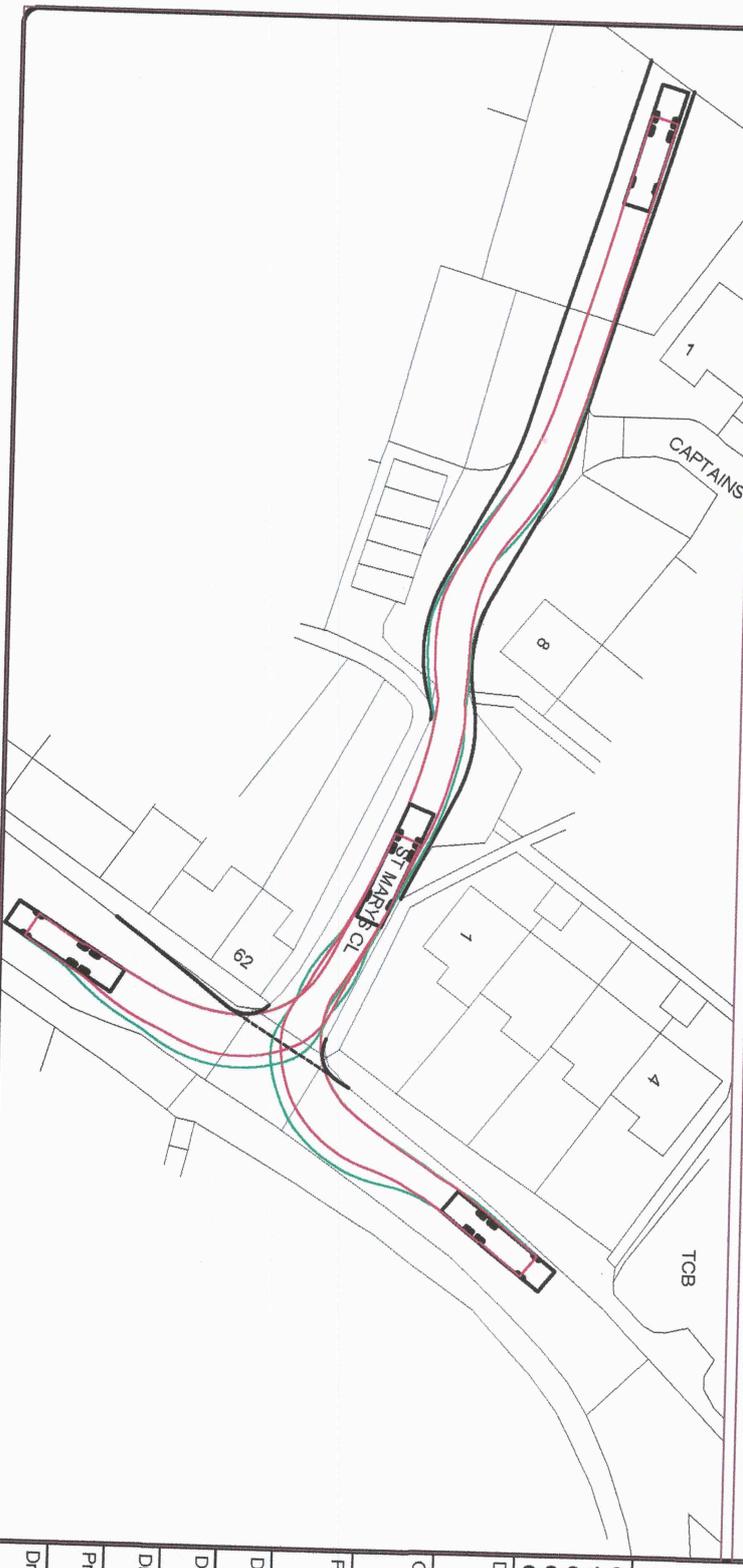
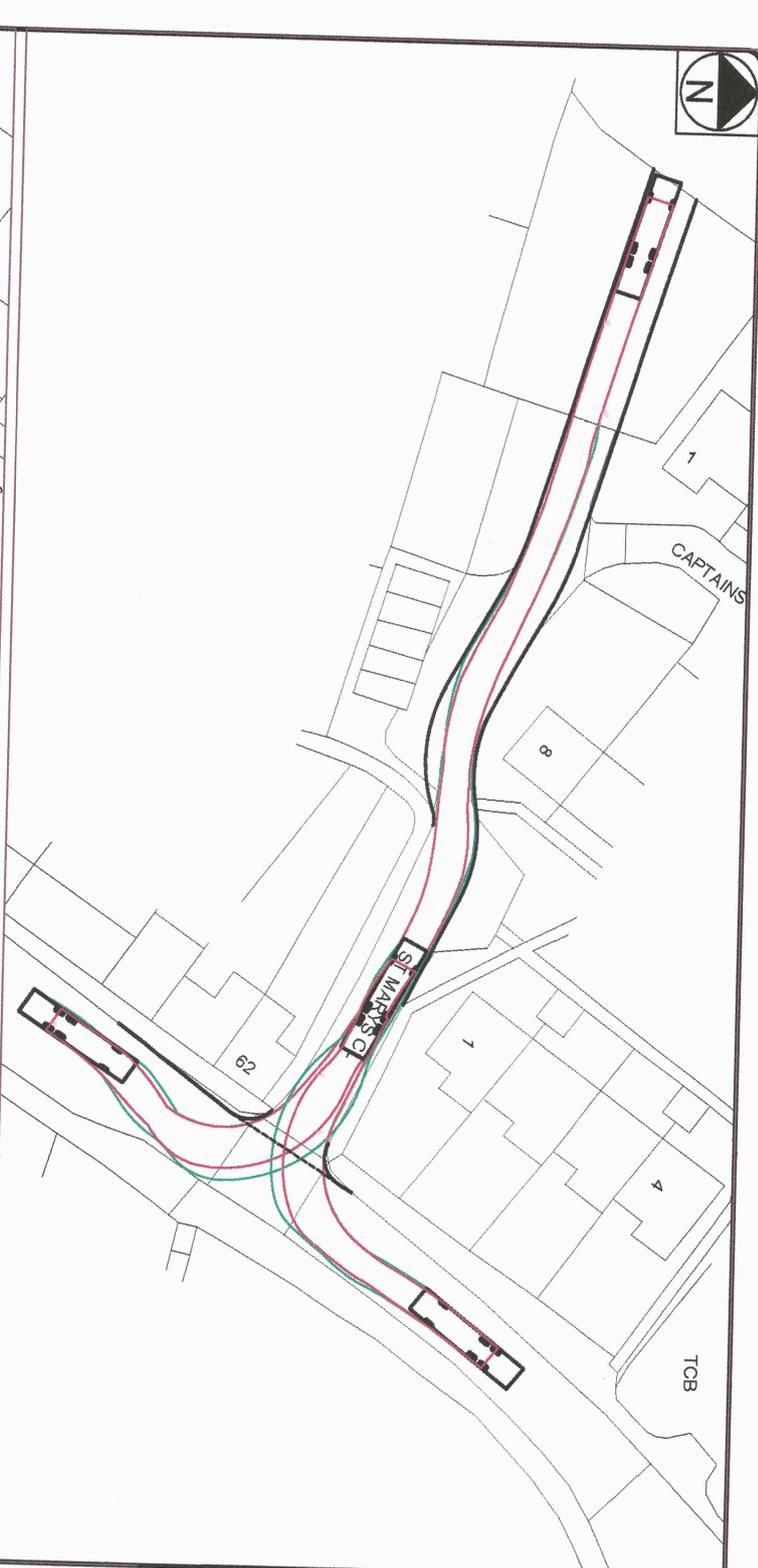
Project:  
**Captain's Close, Bletsoe**

Drawing No.:  
**SK01**

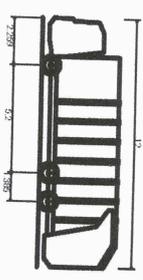
Date Drawn:  
**09.05.19**

Project Code:  
**CTP-19-344**

Drawing Status:  
**INFORMATION**



- Notes:
1. Based on OS mapping data. Works shown subject to confirmation of existing layout by topographical survey.
  2. Proposed works subject to confirmation of land ownership.



12m Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)  
 Overall Length 12.000m  
 Overall Width 2.520m  
 Overall Body Height 3.765m  
 Min Body Ground Clearance 0.308m  
 Track Width 4.050m  
 Kerb to Kerb Turning Radius 11.550m



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**Refuse Vehicle Swept Paths**

Client: **BPHA**

Project: **Captain's Close, Bletsoe**

Drawing No:	SP01	Revision:	
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Date Drawn:	09.05.19	Issue Date:	09.05.19
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Drawn by:	MP	Checked by:	CE
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Project Code:	CTP-19-344	Scale at A3:	1:500
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**INFORMATION**

Drawing Status:



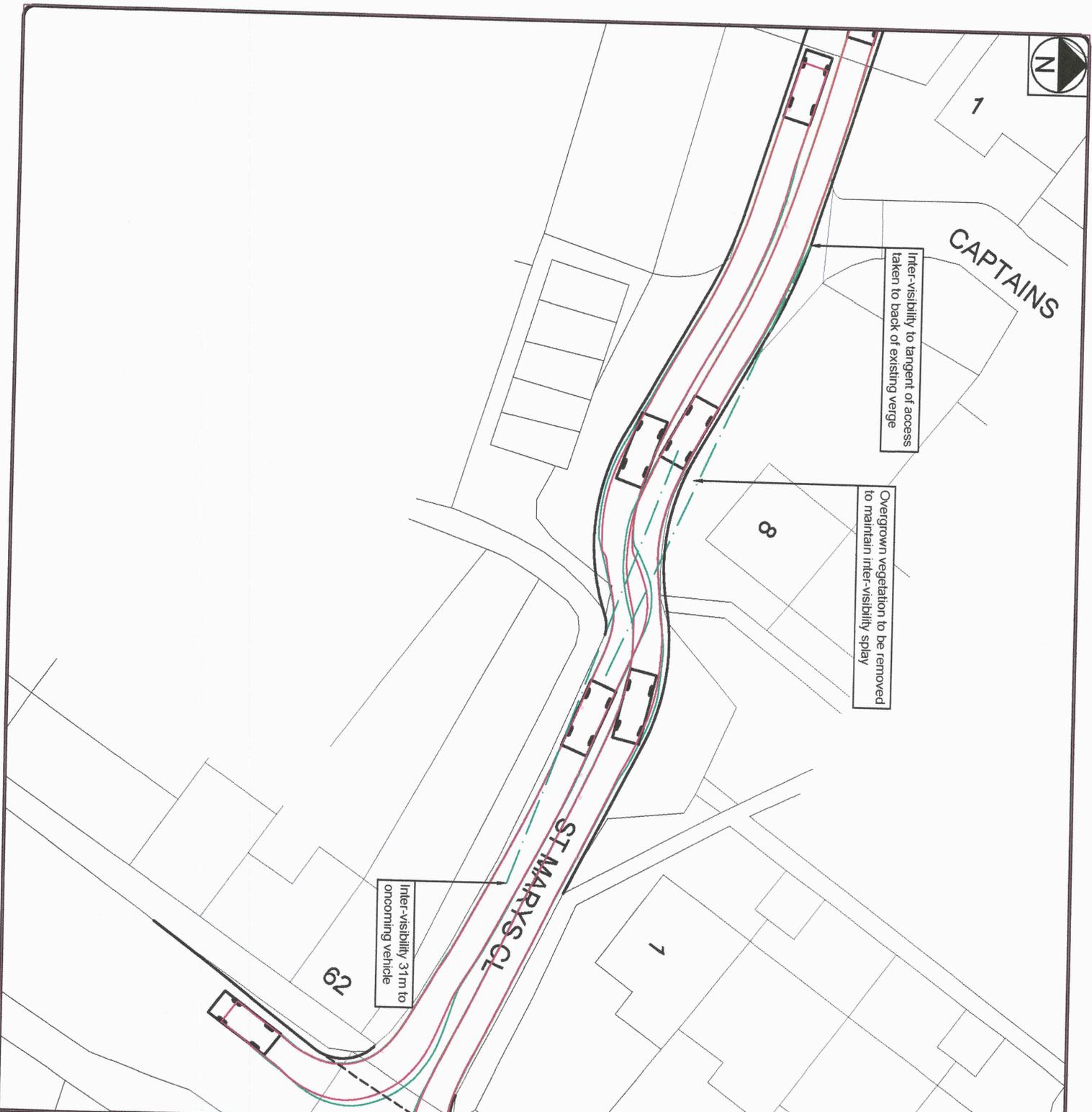
CAPTAINS

Inter-visibility to tangent of access taken to back of existing verge

Overgrown vegetation to be removed to maintain inter-visibility splay

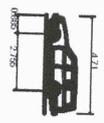
Inter-visibility 31m to oncoming vehicle

ST MARYS CL



Notes:

1. Based on OS mapping data. Works shown subject to confirmation of existing layout by topographical survey.
2. Proposed works subject to confirmation of land ownership.



Estate Car (2006)  
 Overall Width: 4.210m  
 Overall Height: 1.824m  
 Min Body Ground Clearance: 0.202m  
 Max Track Width: 1.756m  
 Lock to Lock Time: 4.00s  
 Kept to Keep Turning Radius: 5.950m



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Drawing Title:  
**Two Way Car Movements**

Client:  
**BPHA**

Project:  
**Captain's Close, Bletsoe**

Drawing No:  
**SP02**

Date Drawn:  
**09.05.19**

Project Code:  
**CTP-19-344**

Drawing Status:  
**INFORMATION**

Scale at A3:  
**1:250**