

E-mail thread

Gareth,

Thankyou for providing the additional information/clarification regarding the points raised in our Technical Note reviewing the Transport Statement prepared by Vectos for the proposed Marley Eternit development at Meldreth.

David - having reviewed the additional information, we confirm that this supports our previous conclusions and responds to the points we had raised regarding trip generation, journey to work distribution, cycle parking forecasts and junction modelling, and we have no further comments.

If you require any further input from ourselves to support the committee report you are currently preparing, please let us know.

Kind Regards,

Matthew Croot

Senior Transport Planner

ATKINS

5 Wellbrook Court, Girton Road, Cambridge, CB3 0NA

TEL: 01223814120

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From: Gareth Davis [<mailto:gareth.davis@vectos.co.uk>]

Sent: 25 August 2017 11:35

To: Croot, Matt <Matt.Croot@atkinsglobal.com>
Cc: James Munnery (jamesmunnery@footprintpropertyervices.co.uk)
<jamesmunnery@footprintpropertyervices.co.uk>; Andy.Frost@frostplanning.com;
David.Thompson@scams.gov.uk; Young, Colin <Colin.Young@atkinsglobal.com>; Barnett, Amy
<Amy.Barnett@atkinsglobal.com>
Subject: FW: Marley Eternit -Whaddon Road Meldreth TA review update

Matt

Following our discussion, please find attached our additional information/ clarification regarding the Whaddon Road Meldreth site and our Transport Assessment.

If you could review that and I would be grateful if you could respond to David Thompson today to say if that confirms your previous conclusions so he can incorporate that into his committee report.

Many thanks

Gareth

Gareth Davis
Director
Vectos
0161 228 1008 (T) 07772 827 539 (M)
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ

From: jamesmunnery@footprintpropertyervices.co.uk
[<mailto:jamesmunnery@footprintpropertyervices.co.uk>]
Sent: 24 August 2017 16:46
To: Gareth Davis
Subject: FW: Marley Eternit - TA review update

fyi

James Munnery MRICS
Footprint
Market Court

20-24 Church Street

Altrincham

WA14 4DW

Tel. 0161 929 7622

Fax. 0161 929 7655

Mob. 07917 805772

From: k [<mailto:jamesmunnerly@footprintpropertyervices.co.uk>]

Sent: 24 August 2017 16:45

To: 'Thompson David' <>; 'Andy Frost' <>

Subject: RE: Marley Eternit - TA review update

Thanks David

I shall have comments from our highways consultant shortly. It reads to me that junctions operate well within capacity and the development would have a minimal impact. If the impact is minimal however Atkins don't answer clearly why additional work is required. If the impact was more significant then such a recommendation would be logical. I will wait for Vectos to reply however it may be worth asking in a supplementary email why additional work is recommended when Atkins comment that it would be unlikely to have any 'material impact on conclusions.'

regards

James Munnerly MRICS

Footprint

Market Court

20-24 Church Street

Altrincham

WA14 4DW

Tel. 0161 929 7622

Fax. 0161 929 7655

Mob. 07917 805772

From: Thompson David [<mailto:David.Thompson@scamb.gov.uk>]

Sent: 24 August 2017 15:52

To: Andy Frost <Andy.Frost@frostplanning.com>; jamesmunnerly@footprintpropertieservices.co.uk

Subject: FW: Marley Eternit - TA review update

Hi Andy and James,

Just got back to my desk and this was sent 15 minutes ago - I do need to review it - we can discuss tomorrow afternoon once I have had the opportunity to do that and prepare the update to the committee report which I need to prioritise as it has to be done by tomorrow lunchtime.

Regards,

David

From: Croot, Matt [<mailto:>]

Sent: 24 August 2017 15:32

To: Thompson David <David.Thompson@scamb.gov.uk>

Cc: Young, Colin <>; Barnett, Amy <>

Subject: RE: Marley Eternit - TA review update

Mimecast Attachment Protection has created safe copies of your attachments.

David,

Please find attached our Technical Note reviewing the Transport Statement prepared by Vectos for the proposed Marley Eternit development at Meldreth. As discussed with my colleagues Colin Young and Amy Barnett, we have been undertaking further analysis of baseline and development traffic flows to inform junction capacity assessments of the A1198/Whaddon Gap and Whaddon Road/Fenny Lane junctions.

In brief, and building on Colin's summary email last week, our general findings are that the further assessment work undertaken by Vectos in support of the proposed Marley Eternit development is largely robust, and the proposed development is considered unlikely to have a major impact on the capacity and operation of the local junctions and on the local highway network between the site and Meldreth village (i.e. Whaddon Road and Whitecroft Road).

Regarding the predicted impact on the capacity of Whitecroft Road, the figures have changed slightly from Colin's summary email provided last week due to the more detailed work we have undertaken this week on reviewing baseline traffic flows. However Whitecroft Road is still predicted to operate well within capacity (i.e. 35% of maximum capacity in the AM Peak Hour with the proposed development).

If you have any queries on the Technical Note, please get in touch with either myself or my colleague Amy Barnett.

Kind Regards,

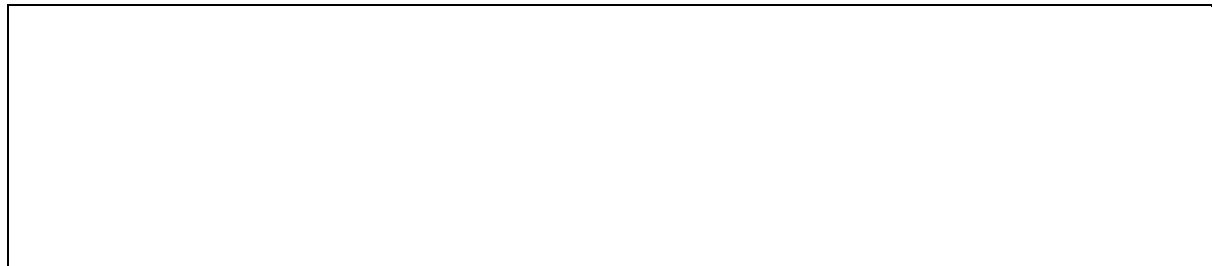
Matthew Croot

Senior Transport Planner

ATKINS

5 Wellbrook Court, Girton Road, Cambridge, CB3 0NA

TEL: 01223814120



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From: Thompson David [<mailto:David.Thompson@scambs.gov.uk>]

Sent: 23 August 2017 09:31

To: Barnett, Amy <Amy.Barnett@atkinglobal.com>

Cc: Young, Colin <Colin.Young@atkinglobal.com>; Croot, Matt < >

Subject: RE: Marley Eternit - TA review update

Amy, I appreciate your efforts but this is quite serious now if I don't get this tomorrow I will miss the committee deadline and the work will end up being in vein as the applicant will appeal non-determination. All I can ask is that this is given top priority but it is crucial that I have this tomorrow.

Regards,

David

From: Barnett, Amy [<mailto:Amy.Barnett@atkinglobal.com>]
Sent: 23 August 2017 09:19
To: Thompson David <David.Thompson@scambs.gov.uk>
Cc: Young, Colin <Colin.Young@atkinglobal.com>; Croot, Matt <Matt.Croot@atkinglobal.com>
Subject: RE: Marley Eternit - TA review update

Hi David,

We are still working through the modelling task at the moment. The models and the technical note will be going through our internal review process today / tomorrow so will be with you tomorrow afternoon at the earliest.

Kind regards,

Amy

From: Thompson David [<mailto:David.Thompson@scambs.gov.uk>]
Sent: 23 August 2017 09:16
To: Barnett, Amy <Amy.Barnett@atkinglobal.com>
Subject: RE: Marley Eternit - TA review update

Hi Amy,

I just wanted to make sure this will be with me today?

Regards,

David

From: Barnett, Amy [<mailto:Amy.Barnett@atkinglobal.com>]
Sent: 21 August 2017 11:00
To: Thompson David <David.Thompson@scambs.gov.uk>
Cc: Croot, Matt <Matt.Croot@atkinglobal.com>; Young, Colin <Colin.Young@atkinglobal.com>
Subject: RE: Marley Eternit - TA review update

Morning David,

Apologies for the delay on this. I will ensure that this gets priority tomorrow as I am in meetings for most of today and endeavour to get the deliverables to you by the end of the week.

Kind regards,

Amy

From: Thompson David [<mailto:David.Thompson@scambs.gov.uk>]
Sent: 21 August 2017 10:47
To: Croot, Matt <Matt.Croot@atkinglobal.com>; Young, Colin <Colin.Young@atkinglobal.com>
Cc: Barnett, Amy <Amy.Barnett@atkinglobal.com>
Subject: RE: Marley Eternit - TA review update

Hi Matt,

I really could do with this asap - it absolutely has to be this week and really needs to be with me tomorrow - I could stretch to Wednesday. The reason I had agreed last Friday with Colin is that this is tied in with a committee report deadline.

Regards,

David

From: Young, Colin [<mailto:Colin.Young@atkinglobal.com>]
Sent: 18 August 2017 14:50
To: Thompson David <David.Thompson@scambs.gov.uk>

Cc: Croot, Matt <Matt.Croot@atkinsglobal.com>; Barnett, Amy <Amy.Barnett@atkinsglobal.com>

Subject: Marley Eternit - TA review update

David,

I was hoping to send you our report but it will take a little bit more time due to the modelling aspect of the junctions. So I thought I would give you some headlines on what have assessed so far.

- Site access – the assessment of the site access appears appropriate to what they should be assessing and we consider having separate access points is appropriate from a safety point of view;
- The trip generation and multi-modal analysis appears to be done in accordance with guidelines and they have considered a robust case for the trips. They could have gained employee trip patterns from the current operations to bolster their analysis but they didn't;
- The journey to work analysis is adequate, they have distributed traffic using existing traffic flows which is a standard approach, although we haven't had sight of their exact analysis;
- Cycle parking at Meldreth – their cycling methodology appears robust but they have used a person/household UK average to work out number of likely people living in the development when they could have used a locally derived person per household number.

Traffic impact through Meldreth – we had a look at the existing flows through Meldreth as reported from Vectos' traffic surveys and have looked at this data in two ways, firstly we have derived a rate of 2.6 vehicles a minute down Whitecroft Road during the AM peak period 8 to 9, secondly, we have used the Design Manual for Roads and Bridges (DMRB) guidance to check what capacity a road like Whitecroft Road should be able to accommodate and discovered that based on the existing flows currently 17% of the current road capacity is being used. When we apply the additional traffic from the proposed site to that existing traffic on Whitecroft Road we find that it adds an additional vehicle per minute during the AM peak period – a rate of 3.6 vehicles per minute. Furthermore, the additional traffic during the AM peak period would add to the percentage of capacity of 7% and so taking the capacity up to 24%. We therefore consider the impact is likely to be minimal and possibly not even noticeable.

Generally they have undertaken a reasonable assessment but we are still looking through the report. We have made a start on the modelling of the two junctions but looking at the low traffic flows I am expecting the junctions to function within capacity. We will let you know about that in due course. We hope to get our report to you next week.

I am on leave next week and my colleague Matt Croot copied in on this e-mail will be undertaking the work so you can contact him with any queries.

Regards,

Colin Young

Managing Consultant

ATKINS

5 Wellbrook Court, Girton Road, Cambridge, CB3 0NA

TEL: 01223 814049 | **MOB:** 07584558360

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