

REVISED TRANSPORT STATEMENT

In support of application reference 15/01477/FUL (East Cambridgeshire District Council)

Retrospective Change of Use of Existing Offices/Showrooms/Garden Area and Ancillary Parking to Events Venue

Introduction

This is a full planning application, being made retrospectively to the East Cambridgeshire District Council for an events venue at Rose Barn, Ely Road, Sutton, Ely, Cambridgeshire to regularise the situation and obtain formal conditional planning consent accordingly.

Approximately 20 weddings, parties and other events have already been held in the past year at this site, which has the benefit of an appropriate Licence.

This application is in order to formalise these arrangements accordingly.

This revised Statement is following receipt of the consultation response dated 2nd February 2016 from Cambridgeshire County Highways and has been largely informed by the most recent wedding event which took place on 16th January 2016.

Proposed Use

The Applicants wish to use the offices/showroom and garden area at this site to provide an events venue at weekends only, when clearly the commercial operations at this site are non-operational.

(The red/blue line application drawing is attached, indicating importantly that part of the former highway along the frontage of this site which is now owned by the Applicants similar to all other frontage owners on this now deregulated part of the former highway.)

Events are only being held at weekends and not every weekend.

Events will have a maximum number attending of 100 (the most recent event to be referred to below had 90 guests, hence close to the maximum).

All activity at the site will cease at 12 midnight.

The existing commercial site, of which the application site forms a part, is accessed to and from the A142 via this now deregulated part of the former A142 frontage to the site, now in the private ownership of frontage holders.

Access for attendees at any events will be via this small stretch of now private, metalled roadway with two-way entry and exit points to both west and east of the application site.

Sight lines are good in both directions at both potential entry/exit points to the A142.

Accident Data

As part of this exercise, the Applicants have obtained traffic accident data for the last 60 months, i.e. from 2010 to the current date, and this is attached.

This self-explanatory illustrative material shows that there has been one incident only in the immediate vicinity of the site and this occurred in front of the eastern-most entry/exit to and from the A142 and is under reference 120915.

The attached records show that this was an impact between a motorcycle and private car caused by an overtaking movement, i.e. vehicle changing lanes to overtake, causing impact.

This is the only accident recorded since 2010 close to the application site and was clearly not caused by vehicles entering and exiting the private roadway.

Trips Generated

At present and during weekdays, existing commercial traffic is in the order of 30 vehicles to and from this site, which comprises staff vehicles, small vans, delivery lorries, some entering and leaving at peak periods, and particularly staff.

As above, the events venue will only operate at weekends when there will be no commercial traffic using the site, thus no potential for conflict with the proposed use.

It is important to note, therefore, that any traffic generated by this application proposal will be instead of rather than in addition to commercial traffic in this context.

From the Applicants' experience of operating 20 such events over the last 12 months, they can confirm that a large number of attendees arrive by taxi or minibus and on occasion by coach, with most private car users arriving and departing in family groups rather than in individual vehicles.

The most recent wedding event took place on 16th January 2016 and the Applicants surveyed traffic movement, parking numbers, times of arrival and departure, etc. in order to inform this application proposal.

This wedding reception was attended by 90 guests, close to the maximum.

The event started at 2.00 p.m.

A count of vehicles was taken at 3.30 p.m. and this revealed 27 cars parked on the site.

A further count was taken during the evening at 9.00 p.m. when 16 cars were present.

A final count was taken close to the cessation of the event at midnight when 6 cars remained.

As above, a large proportion of guests arrived by taxi and people carriers, etc., the Applicants have a close working relationship with local taxi companies in this respect.

At this event, 13 staff were present, i.e. 5 Rose Barn staff and 8 caterers.

In terms of Rose Barn staff, the Applicant drives to and from Haddenham and arrives before events commence.

The caterers arrived together in a van (2 chefs, waitresses, etc.) with an additional car later.

(All caterers and staff vehicles are parked in the commercial yard area to the rear of the site which is closed to guests.)

In terms of Rose Barn staff, 3 live in March and 1 in Mepal and car sharing takes place with individuals alternatively picking up all other members of staff, hence only 1 staff vehicle is used.

Arrivals take place over say an hour prior to an event commencing and people leave over a longer two/three hour period during an event and particularly those which occur in the evenings.

Parking Provision

As above, all staff and caterers park in the commercial yard area to the rear.

Two dedicated parking areas are available within the site itself, which are surfaced, lit and clearly signposted which can comfortably accommodate in the order of 25 vehicles.

The Applicants use a parking monitor/manager, a member of staff who receives guests at the entry, welcoming them to the event and asking for the length of stay, whether they are family, etc. and they are then pointed to an appropriate space and for longer term parkers, family, etc. these are double parked as necessary, i.e. tandem parking.

This member of staff wears a high visibility jacket and he or she attends at the gateway throughout the period when vehicles are arriving and leaving.

Throughout the events which have taken place over a period in excess of the last year, this system works well and no issues have arisen.

On the occasion that coaches are used then these coaches pull up in front of the site on the old stretch of the A142 and leave along this roadway when unloading has taken place and the same operation applies to pick-ups.

There is no need for coaches to enter the site and they can use the former roadway and enter and leave from either the western access to the A142 or the eastern access.

Similarly, taxis always pull up in front of the venue and, with the help of the staff attendant, unload and load accordingly.

Should the need arise "overflow" parking can be accommodated on the private roadway in front of the site within the Applicants' ownership as indicated on the red line application submission drawing and something in the order of, say, 20/25 spaces could be accommodated within the Applicants' ownership, although this has never been required.

Attached to this Report are the submitted drawings, together with site plan, accident data plans, etc.

Parking standards can be met in full at this site.

Conclusions

This events venue has been in operation for approximately 12 months without any adverse effects on highway safety and convenience, these issues being managed and monitored professionally.

There is no need at all for any vehicles either guests, caterers, coaches, taxis, etc. to park, wait on the A142 itself, all can be accommodated safely along the now deregulated part of the former A142 on the site frontage, all vehicles can exit and enter the A142 in forward gear to either east or west of the site.

The use of the staff car park, car sharing, the use of taxis/minibuses and the period of time within which attendees arrive and subsequently leave the site means that there is no queuing or peaking of vehicles arriving or leaving the site.

As above, vehicles enter and leave the site at two alternative and identical access points to and from the A142 to the east and west of the site where sight lines are excellent and there is no known accident record relevant to these accesses.

The Applicants will limit the number of attendees to a maximum of 100 for operational reasons.

The events venue will only be in operation when there is no commercial activity at the site, i.e. at weekends, and traffic movements to and from the events venue are, therefore, not additional to commercial traffic for this reason.

The Applicants do not believe that the traffic movements associated with this use will have any adverse effect upon highways safety or convenience on this part of the A142.