

KingdomTP Ref: P320
Your Ref: 2018/1843

Saffron House,
Lopham Road,
East Harling,
Norfolk, NR16 2PX
01603 325 587
mail@KingdomTP.co.uk
www.KingdomTP.co.uk

By Email

Leeann Jackson-Eve
Parish Clerk
Redgrave Parish Council

Date: 01/04/19

Dear Sir / Madam,

HIGHWAYS AND TRANSPORTATION ASSESSMENT FOR PROPOSED DEVELOPMENT SITE OFF HALF MOON LANE REDGRAVE

KingdomTP were commissioned by Mr Mark Philpot of One Planning to assess the access strategy for building one to three dwellings on a site located off Half Moon Lane, Redgrave.

The basis of the assessment has been to determine

- if the initial issues raised by the highway authority can be overcome; and
- the likelihood of success at Appeal if the planning authority were not minded to support a planning application.

Highway Authority Feedback

The highway authority's feedback is as follows:

"County Highways require the proposed access to have 90 metres visibility splays, from a 2.4 metres set back from the highway, in both directions. From an assessment of current circumstances on site it is, however, considered that this would not likely be achievable, particularly to the north-east, where overhanging vegetation restricts visibility."

In order to overcome concerns in this regard it is advised that overhanging vegetation should be cleared away as much as possible from the north-east boundary of the proposed access and a speed survey be conducted to assess actual speed on Half Moon Lane. Visibility splay requirements may then be able to be reduced in accordance with the results of the survey."

The highway authority has quoted 90m visibility splays which is based on Design Manual For Roads and Bridges design guidance (DMRB). DMRB is usually used to assess trunk roads not village road networks and their accesses. Given this the use of DMRB is considered onerous.

A more suitable design guidance is Manual for Streets (MfS) however from experience the highway authority tends to maintain their position on design guidance requested to be used. Given this it is considered that it would be necessary to request the planning authority to ask the highway authority to justify their stance on design guidance and over rule them, as 90m cannot be achieved. Alternatively it would be necessary to test the use of the DMRB guidance over the MfS guidance at Appeal.

Network National Policy

The starting point for any deliberation is to note that the National Planning Policy Framework, updated July 2018, states at paragraph 109 that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. It is against this policy that a view should be taken as to whether planning permission should be granted given the context of the site.

Review of Highway

It is understood that the site access used to serve the local playground which has now been removed. The site access is narrow but is wide enough for a vehicle to enter the site. There is a bend in the access road which prevents clear forward stopping distance of both ends of the access route.

The width of Half Moon Lane is also narrow but it is possible for two-way vehicle movement if driveways / verges are used. Given the width of Half Moon Lane it is considered that the sweep of vehicles entering the site is achievable however it would be undertaken at low manoeuvring speeds.

Given the strategy outlined by the highway authority an Automatic Traffic Counter (ATC) was commissioned on Half Moon Lane from 20/3/18 to 26/3/18 in order to define the design speed of the carriageway and therefore the corresponding visibility splays.

The table below summarises the ATC data.

Direction	Number of Vehicles Recorded						85th Percentile Speed Survey	Percentage of HGV
	Highest day	Average weekday	Highest Hour	Highest 7 day Average Hour	Average Weekday AM Peak	Average Weekday PM Peak		
Half Moon Lane northbound	96	77	18	9	3	8	23.6	4%
Half Moon Lane southbound	100	87	13	8	9	4	25.0	5%

The design guidance that should be used to derive the desired visibility splays is MfS. The table below derives the desired MfS visibility splays for the site access.

Description	Speed (mph)		Stopping Sight Distances in metres. Not including 2.4m for bonnet length when assessing the forward stopping sight distance of vehicle travelling along the carriageway.			
	85th Percentile Speed	Design Speed	Highway Code	TRL Safety Report 332	MfS 2 HGVs greater than 5%	MfS Section 7.5.7 Desirable minimum
Half Moon Lane Northbound	23.6	21.1	16	22	31	28
Half Moon Lane Southbound	25.0	22.5	17	24	34	31
Test		30	23	32	45	40

From on-site observations the visibility splays are approximately 5 to 6m when measured from a setback distance of 2.4m. The desired visibility splays do not meet the desired MfS levels. To the south the boundary wall is less than 1m in height and therefore technically greater visibility splays are achievable in this direction. To the north there is a hedge which restricts visibility splays.

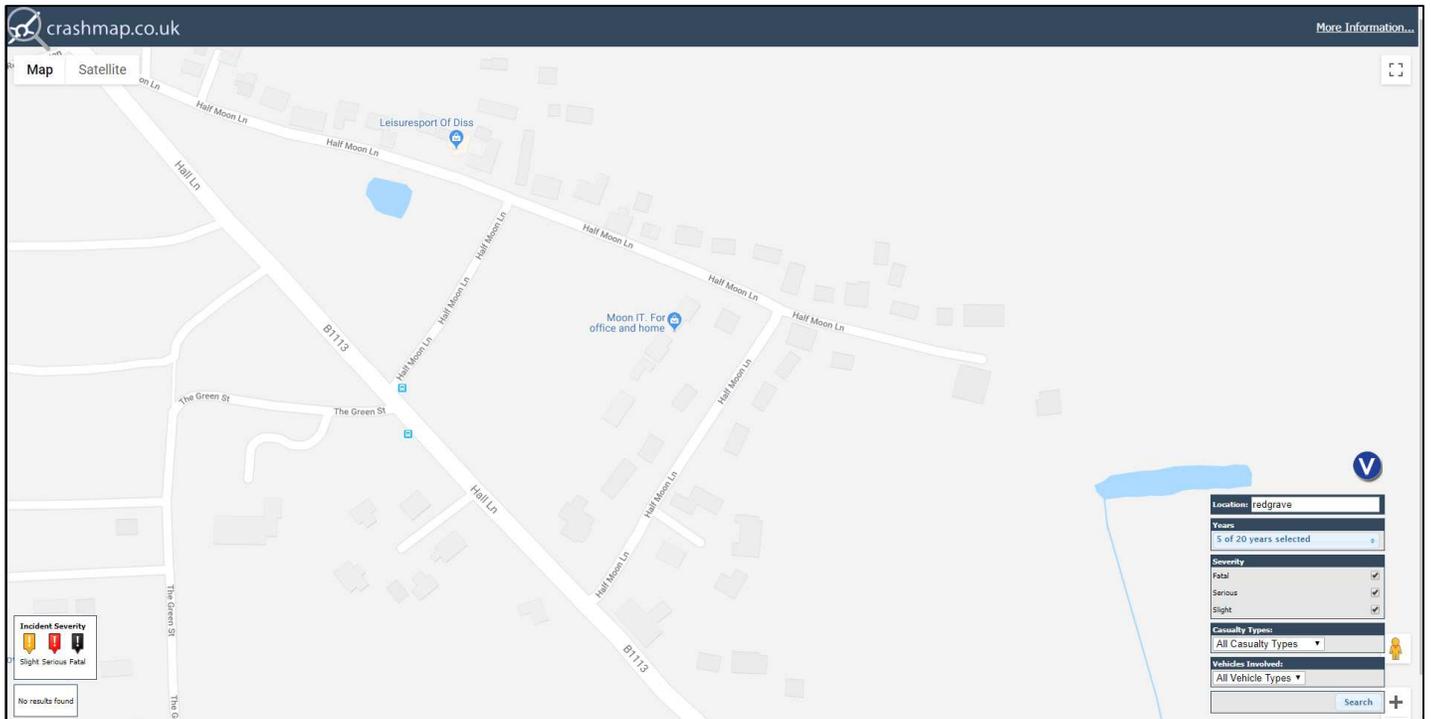
If a planning application was to be prepared using the access from Half Moon Lane then it would be necessary for the land ownership in the area to be confirmed so as to maximise the available forward stopping sight distance and provide passing places as necessary. Furthermore a topographic survey should be undertaken so as to clearly demonstrate the visibility splays from the site access and the forward stopping sight distance available to vehicle entering and leaving the site.

Accident History

It is standard highways and transportation practice to assess the safety of either a site access or a route by reviewing a three year period of recorded accidents.

Using the website known as crashmap.co.uk a review of accident statistics for the local area has been undertaken using the available data for the last 5 years. For the lay person who may read this report Crashmap uses data collected by the police about road traffic crashes where someone is injured. The data is approved by the National Statistics Authority and reported on by the Department for Transport.

The plan below has been extracted from the website crashmap.co.uk and shows that in the last 5 years there have not been any recorded accidents on Half Moon Lane.



The relevance of assessing the accident history is that if we can demonstrate that adjacent access points operate now without issue then an access with visibility splays that don't necessarily meet desired levels will not necessarily lead to a highway safety issue. This argument is echoed in research highlighted in MfS and has been successful at Appeal.

Conclusions

Given the access width and the shortfall in visibility splays it is considered that highway authority will be resistant to any development coming forward and will object on highway safety grounds. It is possible that on balance the highway authority may agree to one dwelling if it closes off the opportunity of further development coming forward.

From experience the planning authority are unlikely to over rule the highway authority if they object on highway safety grounds.

On Going Strategy

It is recommended that following a topographic survey (circa £500) and further refinement of the access strategy that our findings are presented to the planning authority. This could be used as the basis to test if one two or three dwellings would be acceptable.

Following this we can then determine if an application should be submitted and whether or not the client has the appetite to take this to an Appeal.

For reference I have had the following Appeals upheld which had similar highways and transportation issues:

- Appeal (APP/K2610/W/18/3196121) - Howletts Loke, NR13 6EX. Appeal upheld by the Planning Inspectorate for the building of four bungalow properties on Howletts Loke, Salhouse. The site is similar in that Howletts Loke is a single track carriageway serving a small number of dwellings and the highway authority objected on safety grounds that would result in the intensification of use.
- Appeal (APP/F2605/W/17/3192099) - Land adjacent 6 Dodds Lane, Attleborough, NR17 2RH 3PL/2017/0587/F. Appeal upheld by the Planning Inspectorate for the building of one dwelling of a shared drive with limited visibility splays.

It is considered that some weight should be given to the above upheld appeals when the planning authority reaches their recommendation. At Appeal there is a fair chance of success, however this does diminish as the number of dwellings proposed increases.

Tony Doyle
Director
07736 609 993
TD@KingdomTP.co.uk