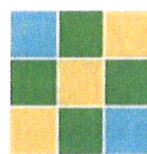


9. Applicants 'Highways Response' and 'Road Safety Opinion'



COTSWOLD
TRANSPORT
PLANNING

Adrian Walker
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

Date: 24th October 2018

Our ref: CTP-18-163

Dear Adrian,

Land South of Wick House, East End Fairford

I am writing further to our recent meeting at the above application site (planning ref 18/02520/FUL). At the meeting you identified a number of highways issues to consider further and which I have summarised below:

- Consideration of passing places for both pedestrians and vehicles. This includes further tracking of vehicles to show passing along the lane.
- Suggestion of removing the hedgerow and brambles up to the boundary wall of the access road.
- Access by a delivery vehicle such as an Ocado or Tesco van.
- Road Safety Opinion.

Passing Places for Both Pedestrians and Vehicles and Clearance of Vegetation.

Drawing Number SK04 attached as **Appendix A** demonstrates internal passing places and inter visibility between vehicles to see and be seen safely.

Drawing Number SK05 (attached as **Appendix B**) was provided to the Safety Auditors, showing the extent of the clearance of the hedgerow and brambles. However, it was identified in the Road Safety Opinion that the full removal of the hedge would not be beneficial as it may increase vehicle speeds. Suggested locations of hedgerow removal were identified and, on that basis, Drawing Number SK06, attached as **Appendix C**, has been produced. These areas will enable pedestrians to wait safely if vehicles need to pass.

Access By A Delivery Vehicle Such As An Ocado or Tesco Van

Delivery vehicles would have to wait and unload in the area adjacent to Cotswold Cottage. There are no formal turning spaces along the lane and this is the status quo, however, for all of the existing houses served off this lane, which would not make the situation any worse than it is at the moment.

Road Safety Opinion

A Road Safety Opinion was undertaken further to a site visit and on issue of Drawing Numbers SK04 (attached as **Appendix A**) and Drawing Number SK05 (attached as **Appendix B**) as well as the following summary of a multi-modal trip rate analysis of TRICS for the existing dwellings served off the lane and the proposed two additional dwellings:

- There are 2 two-way pedestrian trips forecast in the AM and PM peak hours from the existing dwellings accessed off the lane, which is not proposed to increase as a result of the two additional dwellings.
- There are no cycling trips in the AM and PM peak hours forecast for the existing dwellings, which is not proposed to increase as a result of the additional two additional dwellings.
- There are no public transport user trips in the AM and PM peak hours forecast for the existing dwellings, which is not proposed to increase as a result of the two additional dwellings.
- There are three two-way vehicle trips in the AM and PM peak hours forecast for the existing dwellings, which is proposed to increase by 1 two-way trip in the AM and PM peak hours.

The Road Safety Opinion is attached as **Appendix D**. The key comments and recommendations from the Road Safety Opinion are summarised below together with my responses, where appropriate:

- The Audit Team identified no highway safety concerns with the existing junction with the A417. Junction visibility is adequate, and geometry would allow for two cars to pass simultaneously.

The Audit Team would recommend that the trimming of the mature conifer hedgerow to the east side of the access as this overhangs the boundary wall which reduces the effective width of the access and reduces forward visibility.

Response: Agreed see Drawing Number SK06

- On driving the track, the Audit Team considered that a vehicle speed of between 5 and 10mph was a realistic speed for vehicles to drive along the lane. This is a very low speed and with reference to Manual for Streets (MfS) would require a minimum forward visibility of 11 metres to be able to stop safely.

Such a forward visibility distance would be achieved along all sections of the track and as such the Audit Team raise no concerns in respect of forward visibility.

- There are sections of the track where it would not be possible for two cars to pass one another or indeed for a car to pass a pedestrian, namely in front of the dwelling 'Ritchings' and in the vicinity of the 90 degree bend.

On the basis of the very limited increase in trips it is the view of the Audit Team that it is unlikely that two vehicles will meet one another or a vehicle meeting a pedestrian on a regular basis and as such the increase in use of the lane will not materially affect how it operates.

- The Audit Team would recommend that two areas of the hedgerow to the north side of the track are removed to provide safe refuge for pedestrians but it is the view of the Audit Team that full removal of the hedgerow would not be beneficial as it may increase vehicle speeds.

The Audit Team would however recommend that an overgrown hedgerow on the south side of the lane is trimmed to enhance visibility towards the A417 where there

is a section of the lane which is wide enough for a car to wait for another car to exit the lane whilst not affecting the free flow of traffic on the A417.

Response: *Agreed see Drawing Number SK06*

- The Audit Team's Road Safety Opinion is that the increase in trips arising from two additional dwellings will not have a material safety impact on the operation of the lane. Minor measures such as trimming of hedgerows have been suggested which will in the view of the Audit Team provide mitigation commensurate in type and scale with the level of development proposed.

Summary

The Road Safety Opinion highlights that two additional dwelling will not have a material safety impact on the operation of the lane and with the removal and trimming of hedgerow highlighted in Drawing Number SK06, will provide mitigation given the scale and impact of development.

This is reinforced by Paragraph 109 the National Planning Policy Framework (NPPF, May 2018), which identifies that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. On that basis, and in the spirit of the NPPF, access off a private lane for two additional dwellings, which already serves 7 dwellings, cannot be considered to have an unacceptable impact on highway safety nor would the residual cumulative impacts could be considered severe.

I trust the above is acceptable and, as such, there are no significant highways and transportation matters that would preclude the Local Planning Authority from approving this planning application.

Yours sincerely,



Brendan Quinn

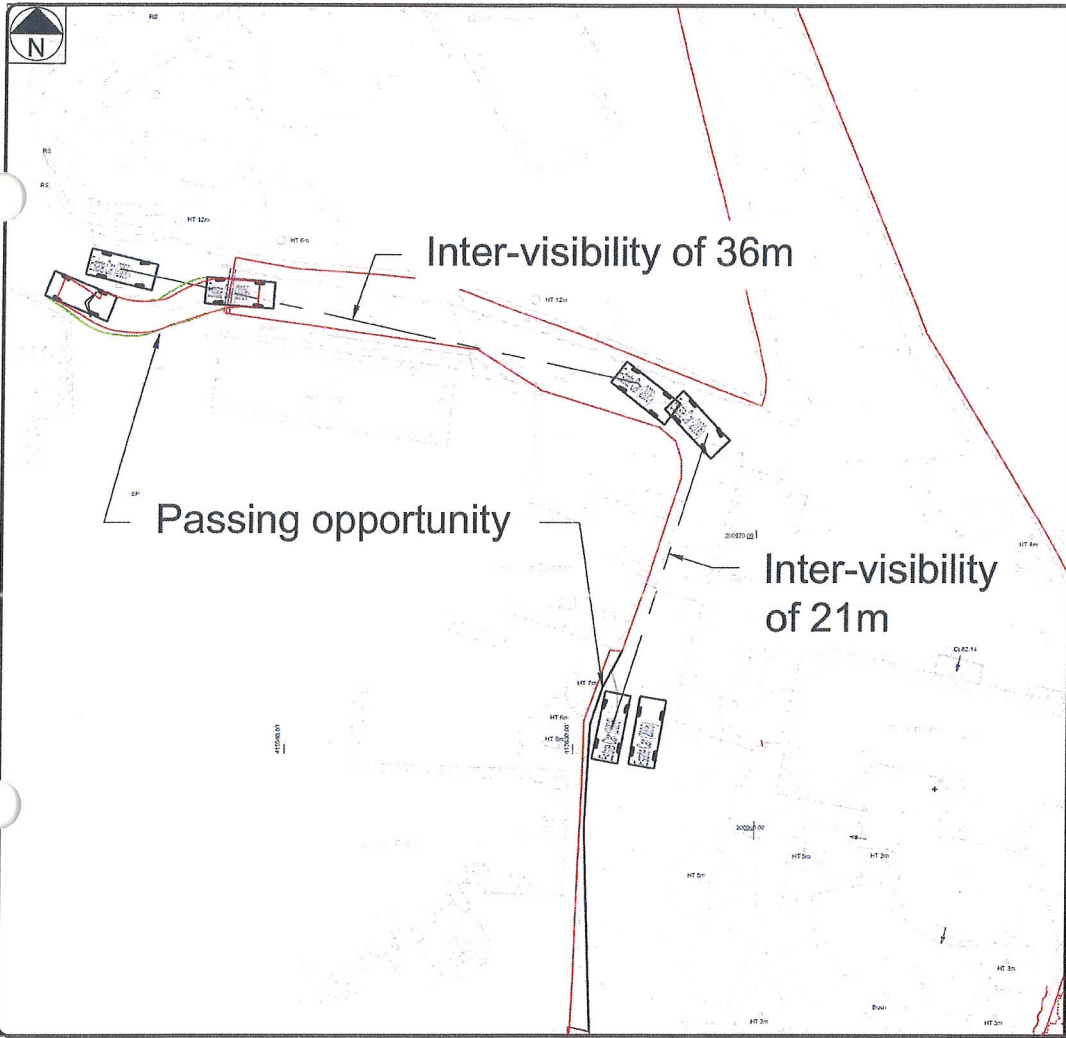
Regional Director on behalf of **Cotswold** Transport Planning Ltd

brendan@cotswoldtp.co.uk

01242 523696 / 07468 489647

Enclosed: Appendices A, B, C, and D

APPENDIX A

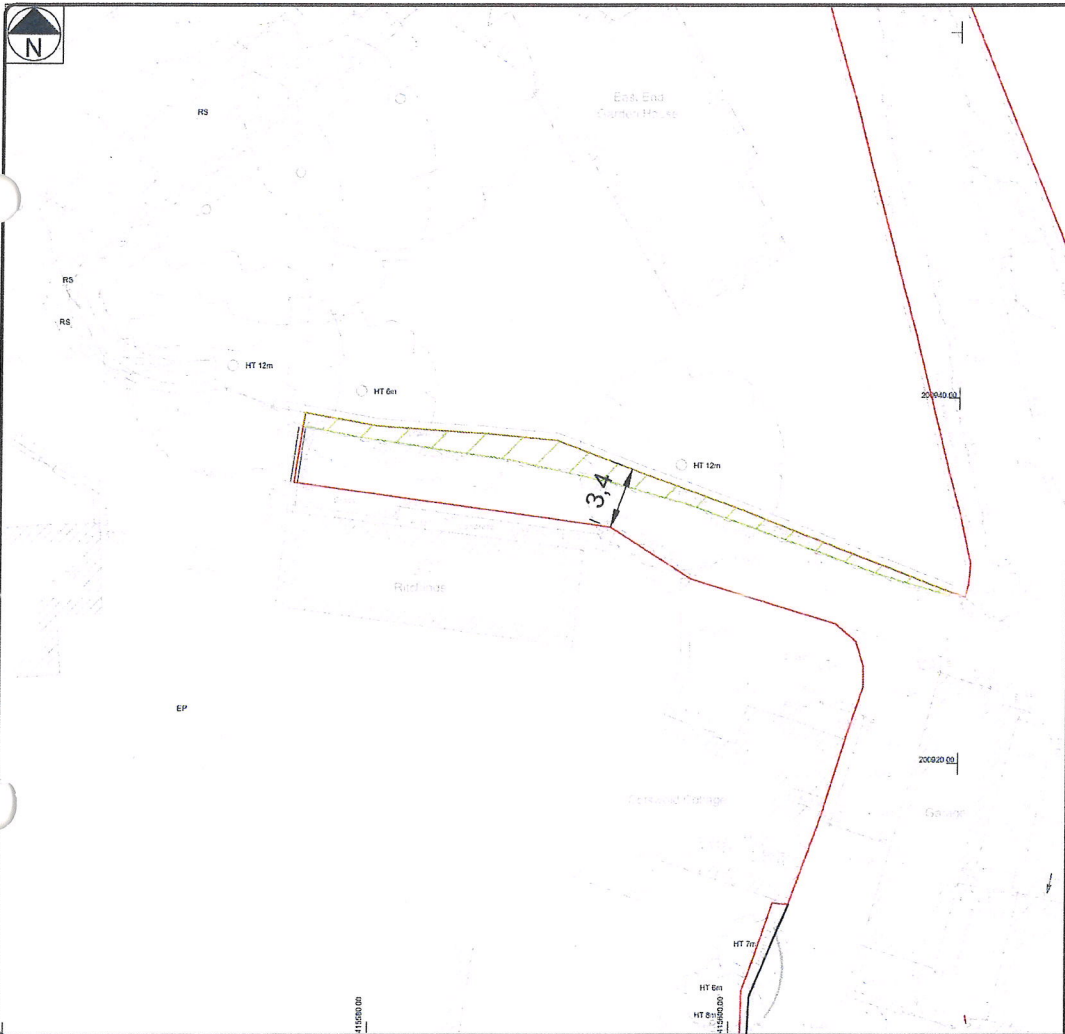


Notes:




Cotswold Transport Planning Ltd 121 Promenade Cheltenham Tel: 01242 370283 Gloucestershire cheltenham@cotswoldtp.co.uk GL50 1NW www.cotswoldtp.co.uk	
Drawing Title: Inter-visibility Assessment	
Client: Mr David George	
Project: Wick House, Fairford	
Drawing No: SK04	Revision:
Date Drawn: 02.10.18	Issue Date: 02.10.18
Drawn by: MW	Checked by: BQ
Project Code: CTP-18-163	Scale at A3: 1:250
Drawing Status: INFORMATION	

APPENDIX B



Notes:

 Area of Hedgerow Removal



**COTSWOLD
TRANSPORT
PLANNING**

Cotswold Transport Planning Ltd
121 Promenade
Cheltenham Tel: 01242 370283
Gloucestershire cheltenham@cotswoldtp.co.uk
GL50 1NW www.cotswoldtp.co.uk

Drawing Title:
Hedgerow Removal

Client:
SF Planning

Project:
Wick House, Fairford

Drawing No:
SK05

Revision:

Date Drawn:
02.10.18

Issue Date:
02.10.18

Drawn by:
MW

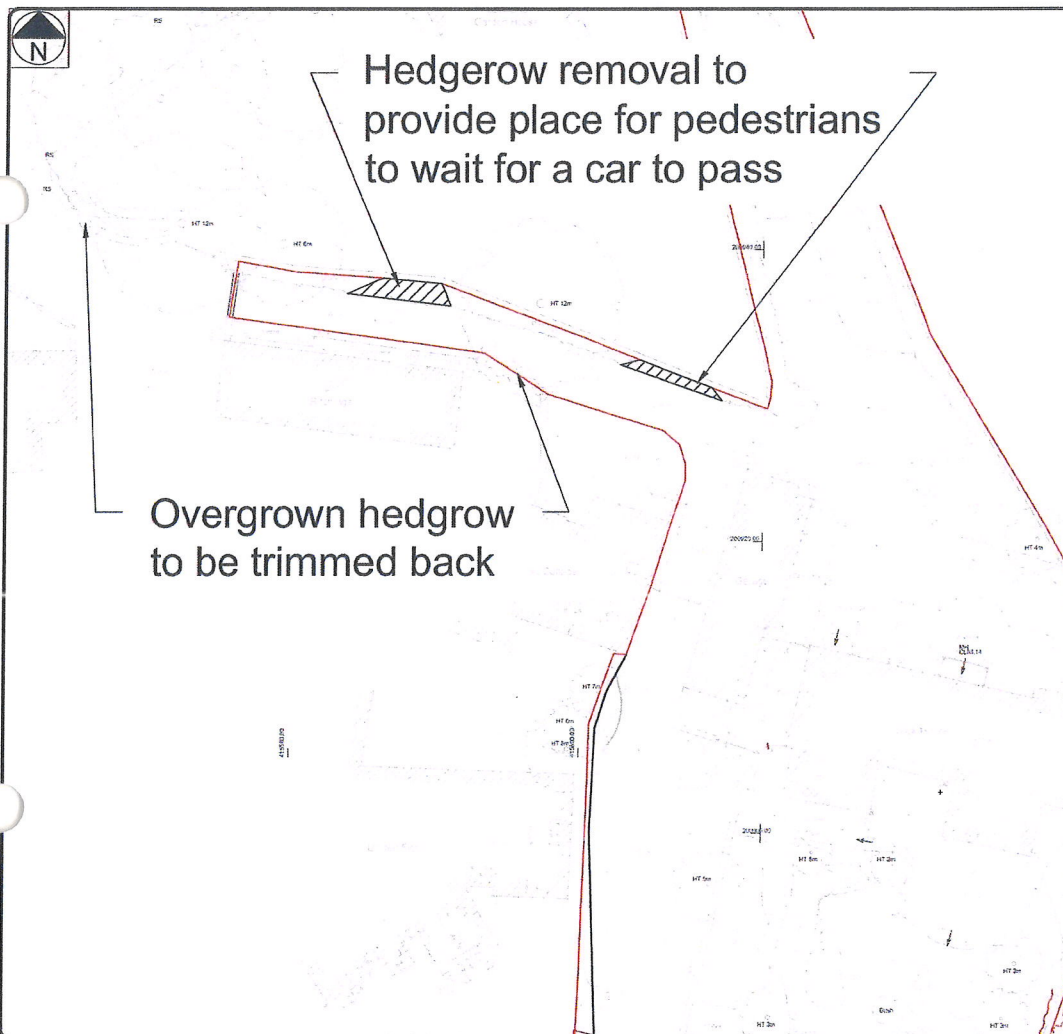
Checked by:
BQ

Project Code:
CTP-18-163

Scale at A3:
1:200

Drawing Status:
INFORMATION

APPENDIX C



Notes:



Cotswold Transport Planning Ltd
 121 Promenade
 Cheltenham Gloucestershire GL50 1NW
 Tel: 01242 370283
 cheltenham@cotswoldtp.co.uk
 www.cotswoldtp.co.uk

Drawing Title:
 Hedgerow Removal / Trimming

Client:
 Mr David George

Project:
 Wick House, Fairford

Drawing No: SK06	Revision:
---------------------	-----------

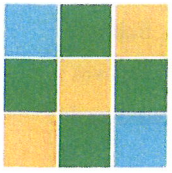
Date Drawn: 22.10.18	Issue Date: 22.10.18
-------------------------	-------------------------

Drawn by: MW	Checked by: BQ
-----------------	-------------------

Project Code: CTP-18-163	Scale at A3: 1:250
-----------------------------	-----------------------

Drawing Status:
 INFORMATION

APPENDIX D



COTSWOLD
TRANSPORT
PLANNING

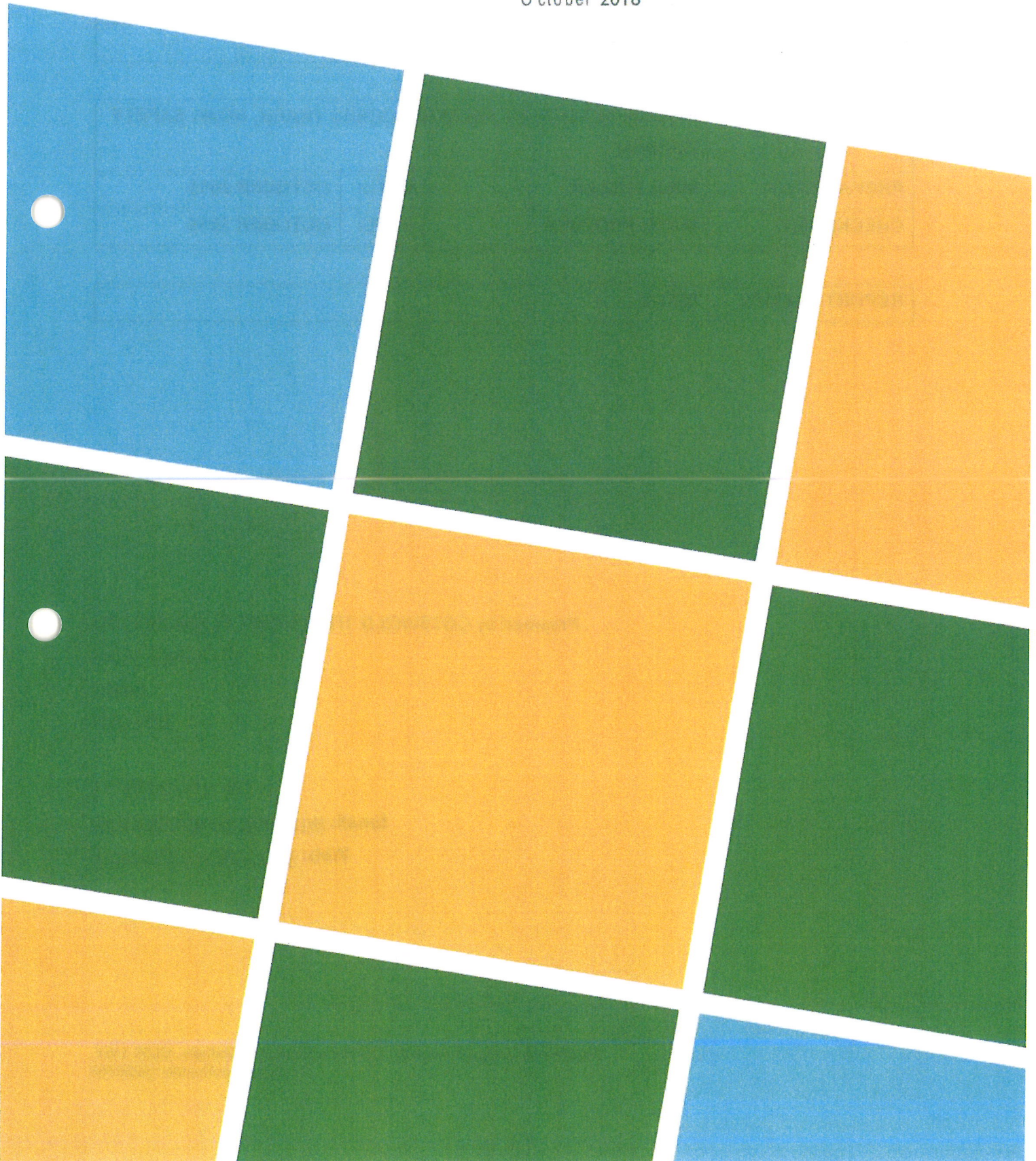
SF Planning

Wick House, Fairford

Intensification of Private Access Track

Road Safety Opinion

October 2018





DOCUMENT REGISTER

CLIENT:	SF PLANNING
PROJECT:	WICK HOUSE, FAIRFORD
PROJECT CODE:	CTP-18-163

REPORT TITLE:	INTENSIFICATION OF PRIVATE ACCESS TRACK, ROAD SAFETY OPINION		
PREPARED BY:	MIKE FULLER	DATE:	OCTOBER 2018
CHECKED BY:	MARK PROSSER	DATE:	OCTOBER 2018

REPORT STATUS:	ISSUE
-----------------------	--------------

Prepared by **COTSWOLD TRANSPORT PLANNING LTD**
13 Orchard Street
Bristol
BS1 5EH

Tel: 01179 055171

Email: bristol@cotswoldtp.co.uk

Web: www.cotswoldtp.co.uk



List of Contents

Sections

1. Introduction	1
2. Road Safety Opinion	4

Appendix

APPENDIX A

Plan - Suggested Measures to Enhance Safety