

Highway considerations
for
development/access to

a parcel of land at

Townsend Farm, Bond House Lane

Horton

Introduction

This supporting Highway Statement is intended to demonstrate to the Planning and Highway Authorities that the proposed development in highway terms will not be detrimental to the amenity of the area, will meet appropriate standards, and will be satisfactory and acceptable in highway safety terms. The development proposal is for a low key, low traffic generator.

Townsend Farm is itself served by an existing access directly onto the highway where Tollgate Road, Dairyhouse Lane & Bond House Lane (also known as Lea Laughton Lane) intersect. The proposed access point will have direct access to Bond House Lane which is a classified road and which runs generally in an east/west direction. The highway is subject to the national speed limit. There have been no recorded accidents at this junction or indeed within a mile in each direction during the past 25 years, notwithstanding the existence of a cross-roads configuration because of the Farm access at this location.

Highway constraints

A preliminary assessment of the proposed development was that any new vehicular access onto this road would need to be a function of the speed of traffic using the highway network passing the site. The site frontage to the highway takes the form of a grass verge of varying width and does afford limited forward visibility for drivers of vehicles emerging from the existing access point. A vehicle speed survey was undertaken along the site frontage by the Highway Authority to determine the 85th percentile speed of traffic on the highway and this is referred to in the Design and Access Statement, the effect of that survey was that vehicle speeds were low but nevertheless it was the case that a 30mph upper limit be taken for assessing the suitability of the new access point relative to the highway frontage available

Manual for Streets 1 & 2 advises that visibility splays relative to a speed limit of 30mph should be not less than 40 metres, measured along the edge of carriageway, and utilising a set-back or 'x' distance of 2.4 metres for up to 5 dwellings or a lightly trafficked access. This minimum standard is met in both directions, and indeed exceeded in the lead direction where more than 40 metres can be provided. This was confirmed by site measurements. There is therefore compliance with National Guidance. The location of the proposed access was determined after ensuring that not less than the 40 metres along the edge of carriageway had been achieved.

The existing vehicular access to the site has a gate which is well clear of the carriageway edge and indeed is set back in the hedgerow fronting the property. Any gate which might be intended at the proposed access will of course need to also be set back at the frontage (some 6m from the carriageway edge) and shall be fixed such as to open only into the site.

Having established the appropriate horizontal visibility splays for the given speed limit of 30mph it is also necessary to consider matters in a vertical plane in the interests of highway safety and in accordance with design standards. The splays described in this statement will fall across existing highway verge and it shall be the case that nothing within those splay areas shall be erected or allowed to grow greater in height than 1 metre above adjacent

carriageway level. It is anticipated that the Highway Authority would enforce against any planting on the highway verge in any case. It is the case in practice however, that the verge is highway verge and cannot be planted or built upon and consequently it is anticipated that the Highway Authority will enforce against any planting etc.

It is recognised and accepted that the creation of a new access across the highway verge will need to be the subject of an Agreement with the Highway Authority under Section 184 of the Highways Act to ensure satisfactory specifications for construction and to ensure that no surface water from the site will discharge onto the highway.

Having determined the suitability of the proposed access with respect to traffic on the highway, consideration was then given as to the practicalities of the level differences between the site yard area and the highway and whether an acceptable gradient could be achieved. Reference to the topographical survey drawing makes it clear that a straight 'bone through' from the carriageway to the site will result in a gradient of approximately 1 in 8. There would be a roll-over facility built into the access drive at top and bottom if considered appropriate, however a gradient as steep as 1 in 6 is seen in engineering terms as acceptable without roll-over or transitional facilities.

Stopping sight distance.

The stopping sight distance (SSD) is the distance within which drivers need to see ahead and stop from a given vehicle, such as a vehicle waiting on the carriageway to turn into the proposed access. This SSD distance is identified in *Manual for Streets* as well as *Design Manual for Roads and Bridges*, and for 30mph it should be not less than 40 metres. This distance is met and exceeded, particularly for a vehicle approaching from the westerly direction (the lead direction) whilst the driver of a vehicle approaching from the easterly direction will have not less than 40 metres available. A vehicle emerging from Tollgate Road will be at slower speeds because of the character and alignment of the junction having a 'give way' priority and will have the benefit of being able to see over the widened highway verge at that junction.

Proposed access

The location of the proposed access has been determined having given due consideration to the character and alignment of the highways in this vicinity. It has been shown that the visibility splays at the proposed access, as well as forward visibility splays (Stopping Sight Distance) for traffic on the highway, required under local and central government design parameters have been met and in fact exceeded.

The gradient of the proposed access at 1 in 8 is entirely acceptable in highway engineering terms, and the driveway will be 5 metres wide where it meets the highway and will remain so for a distance into the site of not less than 6 metres beyond the hedge boundary; it will then transition to a width of 4 metres thereafter. This width of 5 m is for ease of access and

will enable 2 vehicles to pass each other in the unlikely event that they meet at this point. There will be a 2.4m radius on both sides where it crosses the highway verge.

The crossing over the highway verge will be to a specification determined by the Highway Authority, whilst the specification for the driveway proper will likely be in porous bitumen or other SUDS-compliant specification. No surface water run-off will discharge onto the highway and an ACO drain will be provided at the site boundary and then taken to a soakaway.

The driveway will not be 'slippery' as is alleged by some Objectors, in fact the gradient of Bond House Lane fronting the site is at gradients varying between 1 in 5 and 1 in 8 which traffic seems to manage quite satisfactorily.

Notwithstanding that there are no recorded accidents at this junction, cross-roads layouts are bad practice from a highway safety point of view and it is also with this in mind that it is considered that there will be an improvement to this junction configuration by offsetting the new access as shown in the submission. The existing access will be closed off to vehicular traffic, the verge reinstated and local mixed species hedgerow planted to join with existing hedgerows.

Any vehicle emerging from Tollgate Road turning left into Bond House Lane, will more than adequately see the proposed access point because of the wide highway verge at this point and have more than adequate Stopping Sight Distance (SDD) for any activity taking place at the new access.

Other matters

This Statement relates only to highway/traffic matters and does not seek to address issues relating to rights of access; building design; utilities or Green Belt issues which are Planning matters or civil matters.

Conclusion

It is respectfully submitted that the proposed access point is safe and will meet the appropriate standards regarding visibility splays; stopping sight distance; access specification; surface-water drainage and gradient of the drive, and that there will be turning provision within the site to ensure that vehicles can enter and leave the site in a forward gear.