

From: Alistair Flatman
Sent: 26 July 2021 11:09
To: Hilary Saunders
Subject: Re: 2021/0351 land at Sledgates, Fylingthorpe

Good morning Hilary

I hope you are well

Further to your email of 24 June attaching further NYCC Highways comments please find attached detailed response to all the points raised.

I hope this assists in addressing Highways comments and look forward to hearing from you in due course

Also mindful we have recently submitted the requested Hedgerow Assessment and look forward to comments on that

Let me know if you need to agree an extension of time

I look forward to hearing from you and continuing to work with you to secure

positive officer recommendation

all the best

Alistair

Alistair Flatman (MRTPI)

Director

Alistair Flatman Planning

Highways Technical Note – Response to Highways Comments from North Yorkshire County Council

Outline application for up to 5 no. Dwellings – Land West of Highfield, Sled Gates, Flyingthorpe

Planning Application Reference (North Yorkshire County Council) – NYM21/0351/OU

23rd July 2021

Introduction

This Highways Technical Note has been prepared by Andrew Moseley Associates in response to comments received from North Yorkshire County Council (NYCC) Highways in relation to the Highways Supporting Statement (HSS) submitted for a proposed residential development comprising five residential dwellings on land to the west of Highfield, Sled Gates, Flyingthorpe.

The NYCC planning reference is NYM21/0351/OU.

NYCC Officer Comments and Applicant's Responses

For ease of reference, this Note provides responses to each of the highways officers comments in the same order as the NYCC Highways Consultation Response, a copy is attached in **Appendix A**.

NYCC Comment 1

The details refer to the fact that two surveys were carried out but the locations have not been mentioned. Can these locations be confirmed and ideally shown how close they are to the 57 metres south west of the proposed junction and 40 metres north east.

AMA Response 1

Both ATCs were located along Sled Gates at the extremities of the proposed visibility splays. Details of the locations for both the eastern and western ATC points are provided in *Figure 1*.

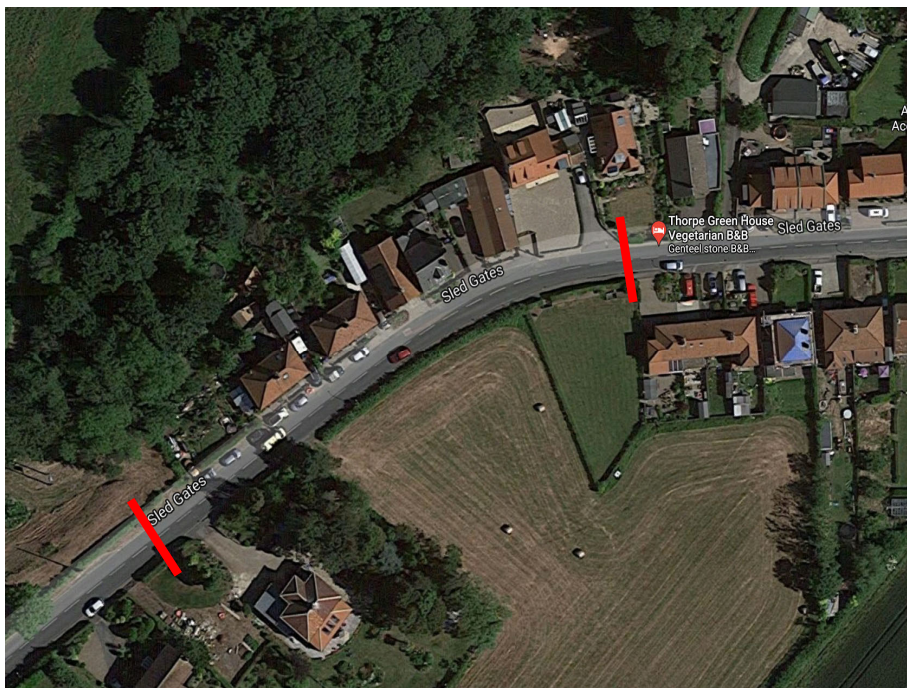


Figure 1 - Eastern ATC Street View Location:

NYCC Comment 2

The surveys were done in Dec 2020. December is not a typical neutral traffic month as specified by the Department of transport Design Manual for Roads and Bridges CA18. Can the applicant provide any information as to why this timing should be considered appropriate.

AMA Response 2

Comments are noted. Although December is not considered by DMRB to be a typical neutral month for traffic, it is considered that the speeds observed along Sled Gates would not be affected and remain constant throughout the year as the road environment is that of a residential area.

Any seasonal variance such as the summer holiday period would result in higher traffic volumes and would be much more likely to lead to reduced speeds approaching the site access as there would be more vehicles on the road, thus suggesting the surveys undertaken are fit for purpose.

NYCC Comment 3

For the vision splays to be achievable, it is relying on neither of the two neighbouring plots to have any hedges or vegetation growing over the highway boundary. Traditionally, the local Highway Authority would only write to the owners of the properties with any over hanging vegetation concerns following a routine inspection or an inspection following a complaint.

AMA Response 3

As detailed within the AMA Proposed Access & Visibility Splays drawing number: 20940/SK004 already submitted to the LPA / LHA, both the eastern and western visibility splays from the proposed site access are drawn within the applicants land ownership or within the highway boundary.

The topographical survey this is plotted upon fully details existing hedgerows and boundary locations, which the splays avoid in their entirety. The splays are not encroached upon by vegetation or boundaries and as such is not considered to be an issue.

As per NYCC policy, given the site is for less than six dwellings and is a private drive a 2m setback is NYCC policy compliant. This is reflected in an updated visibility splays plan, SK-005, in **Appendix B** of this document. Further detail is provided in later AMA comments.

NYCC Comment 4

On the clear understanding that the work needed to make the alterations as shown on the plan will require removing the current hedgerow and wall at the back of the existing footway.

AMA Response 4

Comments are noted, the hedgerow would be located to the rear of the proposed splays to ensure these are maintained free of obstruction. This would be delivered at the developers expense.

NYCC Comment 5

The figure of 36mph is taking into account a reduction of 2.5mph for wet weather reduction but the survey was carried out over 7 days, therefore this reduction should not apply.

AMA Response 5

All survey days were undertaken in dry weather, therefore it is appropriate to apply this wet weather speed reduction, which the proposed visibility splays achieve.

In addition and when considering the proposed splays, NYCCs design guide recognises the use of Manual for Streets (MfS) standards for visibility splay based on the following criterion, which this site meets as a 30mph speed limit:

‘All highways **within** the built up / urban area, which may include 20, 30 or 40 mph zones are to be classified as "streets" and the visibility requirements set out in MfS are to be applied **unless** the 85%ile speed is found to be greater than 37 mph / 60 kph.’

As the speeds surveys detail that the 85th percentile speeds fall below 37mph, the visibility splays of the site access meet the NYCC Highways standard. In addition these would not result in any severe impact upon highway capacity or road safety and as such are acceptable in highways terms.

NYCC Comment 6

No consideration to the incline of the road appears to have been taken into consideration. Have the gradients at the points surveyed being measured.

AMA Response 6

At worst, the incline of the road over the full length of the visibility splay is 1:10, therefore for robustness we have considered it at this gradient to calculate any adjustment to the resulting splay.

On the basis that the 36mph is the adjusted wet weather speed, the following calculation has been applied based on MfS.

| | | | | | | |
|---------------------------------------|---|---|--------------|------------|--------------------------|----------------|
| SSD | = | $vt + v^2/2(d + 0.1a)$ | | | | |
| V | = | speeds (metres per second) | | | | |
| t | = | driver perception reaction time (seconds) | | | | |
| d | = | deceleration (metres per second squared) | | | | |
| a | = | longitudinal gradient (%) | | | | |
| 85th Percentile Wet | | | | | | |
| Weather Speed (mph) | | | | | | |
| | | v | v | t | d | a |
| | | (km) | (m/s) | (s) | (m/s²) | (+/- %) |
| | | 36.00 | 57.94 | 1.5 | 4.41 | -10 |
| <u>Stopping Sight Distance</u> | | | | | | |
| vt | = | 24.14 | | | | |
| v ² | = | 258.89 | | | | |
| d + 0.1a | = | 3.41 | | | | |
| 2(d + 0.1a) | = | 6.82 | | | | |
| SSD (metres) | = | 62.0 | | | | |
| SSD (metres) + 2.4m | = | 64.4 | | | | |

We have appended an updated visibility splays plan (SK-005) to this note based on a 64.4m SSD for the western visibility splay. This splay is offset from the nearside kerb by 240mm into the carriageway.

It is generally accepted that this is acceptable to a maximum of 600m from the nearside kerb as this would be the width of a cyclist, which is a minimum 'vehicle' width.

It should be noted that this splay is not into oncoming vehicular traffic and is the offside lane, therefore vehicles would be highly unlikely to be oncoming towards the junction and on rare occasions overtaking vehicles, which is not considered likely given the residential 30mph area.

On this basis the splays are considered to be highly robust and in line with MfS standards which NYCC consider to be appropriate for implementation based on their own policy documentation.

NYCC Comment 7

As the road is a bus route, an allowance for a safe stopping distance of these vehicles should be applied.

AMA Response 7

As set out in MfS2, Paragraph 10.1.12, buses travel at 90% of the average speed for all vehicles on a 30mph road.

As detailed in the submitted Highways Supporting Statement, the average speed in this instance was 31.3mph and buses travelling at 90% would be 28.2mph. As such the SSD calculations provided in Comment 6 and shown on the updated SK-005 appended are more than sufficient to cater for bus stopping distances and are considered acceptable.

Conclusion

This Highways Technical Note provides responses and clarifications upon the comments received along with additional information where appropriate for the LHAs consideration.

In conclusion, the information provided within this Note demonstrates that the proposed development is acceptable in highways terms.

Appended Documents

Appendix A – NYCC Highways Consultation Response

Appendix B – Site Access & Visibility Splays Plan – SK-005

Appendix A – NYCC Highways Consultation Response

**NORTH YORKSHIRE COUNTY COUNCIL
BUSINESS and ENVIRONMENTAL SERVICES**



**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION-
ADDITIONAL/AMENDED INFORMATION**

| | |
|------------------------------|--|
| Application No: | NYM21/0351/OU |
| Proposed Development: | Application for outline application for construction of up to 5 no. dwellings with associated access (matters reserved: appearance, landscaping, layout and scale) |
| Location: | Land west of Highfield, Sled Gates, Fylingthorpe |
| Applicant: | SIW Properties |

| | | | |
|------------------------|----------|----------------------|--------------------------------|
| CH Ref: | | Case Officer: | Ged Lyth |
| Area Ref: | 4/29/709 | Tel: | 01609 780 780 |
| County Road No: | | E-mail: | Area3.Whitby@northyorks.gov.uk |

| | | | |
|-------------|--|-------------------|--------------|
| To: | North York Moors National Park Authority The Old Vicarage Bondgate Helmsley YO62 5BP | Date: | 24 June 2021 |
| FAO: | Hilary Saunders | Copies to: | |

Note to the Planning Officer:

The Local Highway Authority (LHA) has received further information since the issue of the recommendation dated 15/6/21. At this moment, the LHA is not changing that recommendation of refusal without further clarification on a number of issues.

The principal highways concern regarding this application is whether visibility splays can be achieved in both directions for the proposed access. The applicant has produced a revised drawing, nr. AMA/20940/SK004 dated 7/6/21 stating that splays of 2.0 x 58 metres to the west and 2.0 x 40 metres to the east are the maximum splays that can be achieved.

It is worth mentioning that previous applications for similar developments at this location have been submitted, refused and appeals lost with the vision splay requirements being one of the key reasons. In 2007 an appeal was lost with reason numbers 5, 8, 9 and 11 referring to different requirements for the different approach speeds from the two different directions. However, Reason number 11 mentions that the appellant has not provided any alternative speed survey data to provide evidence of what figures would be appropriate. The data provided for this application includes the results of a speed survey carried out in Dec 2020 producing 85th percentile speeds of 36 mph for traffic travelling downhill / north east bound and 28.3 mph for uphill traffic, south west bound. these speeds correspond to distances of 57 metres and 40 metres respectively. As these minimum requirement figures and maximum achievable figures are virtually the same (one metre difference for one direction) the Local Highway authority has a number of concerns about these figures that should be addressed:

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

NYM21/0351/OU

- The details refer to the fact that two surveys were carried out but the locations have not been mentioned. Can these locations be confirmed and ideally shown how close they are to the 57 metres south west of the proposed junction and 40 metres north east.
- The surveys were done in Dec 2020. December is not a typical neutral traffic month as specified by the Department of transport Design Manual for Roads and Bridges CA18. Can the applicant provide any information as to why this timing should be considered appropriate.
- For the vision splays to be achievable, it is relying on neither of the two neighbouring plots to have any hedges or vegetation growing over the highway boundary. Traditionally, the local Highway Authority would only write to the owners of the properties with any over hanging vegetation concerns following a routine inspection or an inspection following a complaint.
- On the clear understanding that the work needed to make the alterations as shown on the plan will require removing the current hedgerow and wall at the back of the existing footway.
- The figure of 36mph is taking into account a reduction of 2.5mph for wet weather reduction but the survey was carried out over 7 days, therefore this reduction should not apply.
- No consideration to the incline of the road appears to have been taken into consideration. Have the gradients at the points surveyed being measured.
- As the road is a bus route, an allowance for a safe stopping distance of these vehicles should be applied.

Can the applicant respond to these points and where appropriate, amend any details to the visibility splays required and what is achievable?

Signed:

Ged Lyth

For Corporate Director for Business and Environmental Services

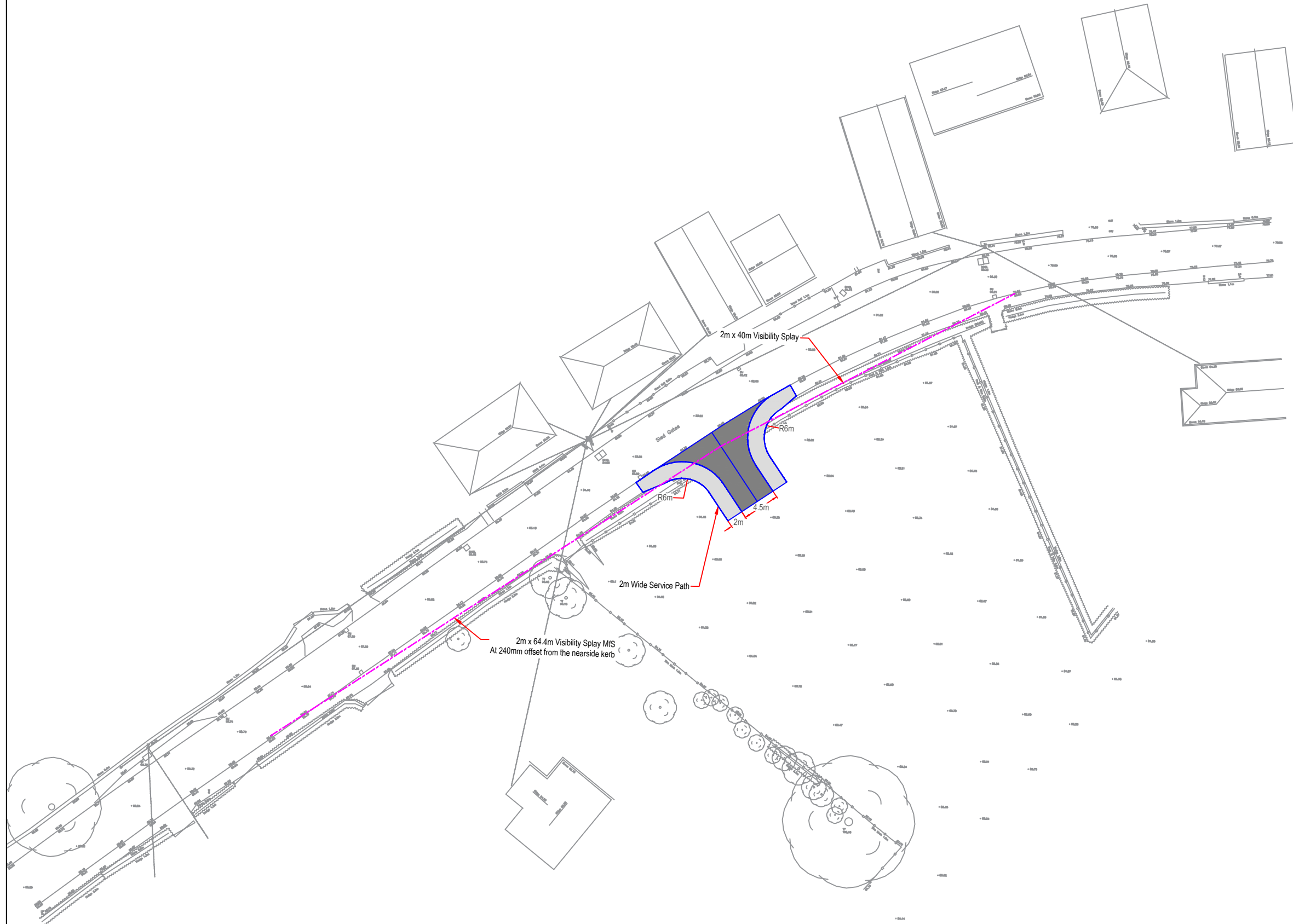
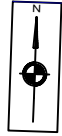
Issued by:

Whitby Highways Office
Discovery Way
Whitby
North Yorkshire
YO22 4PZ

e-mail: Area3.Whitby@northyorks.gov.uk



Appendix B – Site Access & Visibility Splays Plan – SK-005



NOTES

- CARRIAGEWAY
- FOOTWAY
- KERB

REVISIONS

| REV | DESCRIPTION | DATE | BY |
|-----|-------------|------|----|
| - | - | - | - |



Project:
**SLED GATES
WHITBY**

Client:
BRITOLGY

Drawing:
**PROPOSED ACCESS &
VISIBILITY SPLAYS**

Drawn By: **AJA** Date: **23/07/2021**

Checked: **ATM** Scale: **1:500 @ A3**

Drawing No. **AMA/20940/SK005** Rev. **-**