

From: Alistair Flatman

Sent: 17 November 2021 10:48

To: Hilary Saunders

Subject: Re: FW: Response To Application Number NYM21/0351/OU at Land west of Highfield, Sled Gates, Fylingthorpe

Morning Hilary

Hope you are well

Please find attached the revised Indicative Site Layout plan prepared to reflect the revised access position as informed by the most recent survey works.

As previously advised, we believe the highways case is now comprehensive and robust and clearly supports a new access to the site. The proposed access will not harm highway safety and the provision of up to 5 dwellings will not give rise to any capacity issues on the network.

The attached illustrative layout (rev E) demonstrates how 5 dwellings could be located on site. The dwellings are 3 bed units and so would deliver much

needed family housing in the village. The village is identified as a suitable location for housing development and we believe this site should be supported as being able to deliver a small scale housing scheme in the village. The layout demonstrates that each dwelling would have dedicated parking areas and private amenity space.

As for the frontage hedge, this would be replanted along the proposed visibility splays. The principle / practicality of replanting / relocation of the hedge can be achieved and we would envisage details to be agreed via a suitably worded condition so that your landscape and ecology colleagues can be assured that the replanting is sensitively undertaken. The indicative layout proposes replanting of 6.5m to the west of the access and 34.5m to the east. The revised access position actually enables a longer (34.5m) stretch of hedge to be 'retained' along the road frontage which will result in a strong boundary feature along the road frontage as currently exists. Please note we are also proposing additional hedge planting along the rear boundary of the site so there is a net gain in terms of hedgerow habitat as part of the proposal. We feel this weighs in support of the proposal.

In summary we believe there are clear planning grounds to support the proposal as it will deliver housing in a location identified in the Local Plan as being suitable for small scale resi development in order to ensure the Council maintains its supply of housing. The site can be safely accessed and the existing hedge will be replanted along the frontage with additional planting within and to the rear of the site.

I hope the above and attached assists and hope this application can now be progressed favourably with a recommendation to grant outline planning permission

If you need anything further from me please let me know

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

9th November 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 on 4th August 2021 relating to 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

All aspects of the NYCC Highways Officers comments relate to the data collected by Automatic Traffic Counters (ATCs) in relation to speed, volume and calculation of visibility splays.

For ease of reference, this Note provides responses to each of the highways officers observations where further details are required / queries are raised.

A copy of the NYCC Highways Consultation Response is attached in **Appendix A**.

Updated Automatic Traffic Count Surveys

The NYCC Highways Officer's comments query the validity of the ATC surveys used in the previous submission in regard to survey locations, timing of surveys and validity of the data.

On this basis, two new ATC surveys have been obtained at the extent of the visibility splays, specifically in the locations stated by the NYCC Highways officer as being appropriate to NYCC. To the north, this is the NYCC suggested lighting column and to the south the NYCC suggested telegraph pole.

Surveys in both were installed on the 1st October to the 7th October 2021 to provide 7-days worth of data for robustness.

During the course of the data collection, the southern ATC was damaged and upon collection was re-installed to ensure validity and robustness of data. Therefore survey data for the southern ATC has been collected between the 12th and 18th of October 2021.

This is considered to be a neutral month for data collection and as such the updated surveys are considered to be acceptable to NYCC Highways as per points 1 and 2 of the Officers Comments.

Count / Speed Data

The raw count details are provided in **Appendix B**.

ATC1 is the northern eastern ATC approaching the site access from the north and details that the 85th percentile speeds approaching the site are 32.7mph.

ATC2 is the south western ATC approaching the site access from the south and details that the 85th percentile speeds approaching the site are 38.4mph.

Visibility Splay Calculations

Manual for Streets (MfS) 2 calculations have been applied to the speed surveys taking account of gradient calculations for each approach.

Gradients southbound from the northern ATC (uphill) are 1:10.5 (9.524%) and northbound from the southern ATC (downhill) are 1:13.756 (7.27%).

Calculations are provided below for each splay.

Northern Splay (To North of Site Access)

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 (%) - Plus for upgrades and minus for downgrades					
85th Percentile Wet							
		v	v	t	d	a	
		(km)	(m/s)	(s)	(m/s²)	(+/- %)	
		32.70	52.63	14.62	1.5	3.68	9.524
<u>Stopping Sight Distance</u>							
vt	=	21.93					
v ²	=	213.74					
d + 0.1a	=	4.63					
2(d + 0.1a)	=	9.26					
SSD (metres)	=	45.0					
SSD (metres) + 2.4m	=	47.4					

As detailed above, the northern site access visibility splay requirement is 47.4m.

Southern Splay (To South of Site Access)

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 (%) - Plus for upgrades and minus for downgrades				
85th Percentile Wet						
		v	v	t	d	a
	Weather Speed (mph)	(km)	(m/s)	(s)	(m/s²)	(+/- %)
	38.40	61.8	17.17	1.5	4.41	-7.27
 <u>Stopping Sight Distance</u>						
vt	=	25.76				
v ²	=	294.81				
d + 0.1a	=	3.68				
2(d + 0.1a)	=	7.36				
SSD (metres)	=	65.8				
SSD (metres) + 2.4m	=	68.21571				

As detailed above, the visibility splay requirement is 68.2m.

Site Access Layout Revisions

Based on the revised speed survey data, a revised site access design is provided in **Appendix C**.

As per NYCC policy, given the site is for less than six dwellings and is a private drive, a 2m setback is considered to be NYCC policy compliant.

The northern splay meets the nearside kerb at the required distance of 47.4m.

The southern splay at 68.2m is offset from the nearside kerb by 0.9m. 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 robust and in line with MfS standards which NYCC consider to be appropriate for implementation based on their own policy documentation.

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 – Raw Count Data

Appendix C - Site Access & Visibility Splays Plan – SK-006



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:	4 August 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 24/6/21 where the agent has responded to the issues and concerns raised by the LHA. The LHA is not satisfied that this latest response sufficiently addresses the LHA concerns to change the recommendation of refusal.

1. Survey Locations.

The LHA confirm that the locations shown are appropriate locations for the surveys. However, the LHA has received new queries about the locations. These are mentioned further below.

2. Survey timings.

The LHA cannot agree with all of the consultants reasoning. Whilst it is agreed that some of the data for a summer holiday period is likely to have reduced speeds compared with the December survey during the daytime, other factors such as the longer daylight hours are likely to have the opposite effect.

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

NYM21/0351/OU

3. Vision Splays.

Whilst this is a concern for future residents of the proposals, it is not reasonable to object to the developers plans on the grounds that hedges belonging to neighbouring plots are not maintained sufficiently.

4. Work required to achieve the vision splay.

Agreed, no further comment required.

Comments 5, 6 and 7 all relate to the calculations in the speed survey.

The LHA does not agree with all of the consultants reasoning. The LHA are not aware of any part of the Design Manual for roads and Bridges document, Document CA185 Vehicle Speed Management where it permits a reduction of 2.5mph for wet weather. Although it does include an increase for when the road surface is wet. The LHA do not accept the comment "it is generally accepted that this is acceptable to a maximum of 600mm from the nearside kerb" as the LHA are not aware of such allowance in the CA185 document.

Regarding the comments received about the traffic surveys not taking place at the times or locations shown, the following observations have been made.

As stated in 1 above, the locations shown by the consultant would be in appropriate locations. However, the LHA would expect that such survey points are positioned next to fixed objects such as a lighting column or telephone pole. On the downhill side, a lighting column is located approximately 10 metres further downhill away from the locations shown. Similarly, on the uphill side, a telephone pole is located approximately 15 metres further uphill of the suggested locations. If these are the actual locations, the LHA is willing to accept these as appropriate locations.

The LHA can confirm that a notification for a traffic survey on Sled gates for those dates was received.

Does the applicant have any further information to help substantiate where and when these surveys took place?

Finally, it has been brought to the attention of the LHA that there are anomalies in the data of the survey. Taking the generous distance between the lighting column and the telephone pole this measures 150 metres, includes 11 dwellings and no junctions.

Therefore, it would be expected that the two eastbound volumes of traffic and the two westbound volumes of traffic would be very similar. However, this does not appear to be the case. Can the agent provide any reasonable reason for this occurring?

For Westbound / uphill traffic

	3/12/20	4/12/20	5/12/20	6/12/20	7/12/20	8/12/20	9/12/20
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
upper west site	363	345	321	268	322	368	327
lower east site	355	398	325	306	378	389	370

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

NYM21/0351/OU

difference -8 +53 +4 +38 +56 +21 +43

traffic
entering
zone
shown as
positive.

For Eastbound traffic / downhill

	3/12/20	4/12/20	5/12/20	6/12/20	7/12/20	8/12/20	9/12/20
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
upper west site	333	368	312	299	339	364	344
lower east site	389	378	338	276	360	398	359
difference	-56	-10	-26	+23	-21	-34	-15

traffic
entering
zone
shown as
positive.

Whilst small discrepancies would be expected, these numbers are surprising unexpected.

Taking a cumulative increase or decrease on the number of vehicles located between the survey points over the 7 days, this produces these figures based on whatever the base number was from when the survey starts.

	3/12/20	4/12/20	5/12/20	6/12/20	7/12/20	8/12/20	9/12/20
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
cumulative number of vehicles compared with starting figure	-64	-21	-43	+18	+53	+40	+68

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Application No:

NYM21/0351/OU

This suggests that the number of vehicles located between the two survey locations between the dates of Thursday 3/12/20 and Wednesday 9/12/20 fluctuated by 132 vehicles.

Unless the agent can provide a valid reason why the amount of vehicles located within a 150 metre length, would vary by such an amount, the LHA would contest the validity of the information supplied.

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 – Raw Count Data

Whitby ATC 01, (North) Sled Gates

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

























	01/10/2021 Friday	02/10/2021 Saturday	03/10/2021 Sunday	04/10/2021 Monday	05/10/2021 Tuesday	06/10/2021 Wednesday	07/10/2021 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	739	589	622	660	521	624	710	651	638
Mean Speed	24.9	24.6	25.2	25.2	24.7	24.3	24.7	24.8	24.8
85%ile Speed	28.6	28.1	28.2	28.5	28.4	28.4	28.7	28.5	28.4
No. Vehicles > 30 MPH Limit	74	54	62	81	47	41	63	61	60
% Vehicles > 30 MPH Limit	10.0	9.2	10.0	12.3	9.0	6.6	8.9	9.4	9.4
No. Vehicles > 45 MPH	2	1	1	0	1	0	0	1	1
% Vehicles > 45 MPH	0.3	0.2	0.2	0.0	0.2	0.0	0.0	0.1	0.1

Channel 2 - Southbound

	01/10/2021 Friday	02/10/2021 Saturday	03/10/2021 Sunday	04/10/2021 Monday	05/10/2021 Tuesday	06/10/2021 Wednesday	07/10/2021 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	658	557	649	628	557	625	674	628	621
Mean Speed	25.7	25.8	25.5	25.9	25.4	24.9	25.7	25.5	25.6
85%ile Speed	33.9	33.2	33.2	33.8	33.1	28.2	33.5	32.5	32.7
No. Vehicles > 30 MPH Limit	94	81	90	108	77	68	95	88	88
% Vehicles > 30 MPH Limit	14.3	14.5	13.9	17.2	13.8	10.9	14.1	14.1	14.1
No. Vehicles > 45 MPH	4	1	3	0	2	0	1	1	2
% Vehicles > 45 MPH	0.6	0.2	0.5	0.0	0.4	0.0	0.1	0.2	0.3

Channels 1+2 - Northbound & Southbound

	01/10/2021 Friday	02/10/2021 Saturday	03/10/2021 Sunday	04/10/2021 Monday	05/10/2021 Tuesday	06/10/2021 Wednesday	07/10/2021 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	1397	1146	1271	1288	1078	1249	1384	1279	1259
Mean Speed	25.3	25.2	25.4	25.6	25.1	24.6	25.2	25.1	25.2
85%ile Speed	31.3	30.7	30.7	31.1	30.7	28.3	31.1	30.5	30.6
No. Vehicles > 30 MPH Limit	168	135	152	189	124	109	158	150	148
% Vehicles > 30 MPH Limit	12.0	11.8	12.0	14.7	11.5	8.7	11.4	11.7	11.7
No. Vehicles > 45 MPH	6	2	4	0	3	0	1	2	2
% Vehicles > 45 MPH	0.4	0.2	0.3	0.0	0.3	0.0	0.1	0.2	0.2

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Whitby ATC 02, (South) Sled Gates

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

























	12/10/2021 Tuesday	13/10/2021 Wednesday	14/10/2021 Thursday	15/10/2021 Friday	16/10/2021 Saturday	17/10/2021 Sunday	18/10/2021 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	595	649	629	634	579	656	601	622	620
Mean Speed	30.5	30.3	30.2	29.6	30.1	30.2	30.2	30.2	30.2
85%ile Speed	38.5	38.6	38.5	38.1	38.2	38.5	38.3	38.4	38.4
No. Vehicles > 30 MPH Limit	274	303	301	258	258	281	261	279	277
% Vehicles > 30 MPH Limit	46.1	46.7	47.9	40.7	44.6	42.8	43.4	44.9	44.6
No. Vehicles > 45 MPH	10	14	15	11	6	9	12	12	11
% Vehicles > 45 MPH	1.7	2.2	2.4	1.7	1.0	1.4	2.0	2.0	1.8

Channel 2 - Southbound

	12/10/2021 Tuesday	13/10/2021 Wednesday	14/10/2021 Thursday	15/10/2021 Friday	16/10/2021 Saturday	17/10/2021 Sunday	18/10/2021 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	626	707	649	685	667	599	624	658	651
Mean Speed	26.6	26.7	26.5	27.5	26.8	26.0	26.6	26.8	26.7
85%ile Speed	33.1	33.2	34.0	33.0	34.0	33.1	33.3	33.3	33.4
No. Vehicles > 30 MPH Limit	122	141	138	165	130	100	131	139	132
% Vehicles > 30 MPH Limit	19.5	19.9	21.3	24.1	19.5	16.7	21.0	21.2	20.3
No. Vehicles > 45 MPH	1	2	2	5	1	0	4	3	2
% Vehicles > 45 MPH	0.2	0.3	0.3	0.7	0.1	0.0	0.6	0.4	0.3

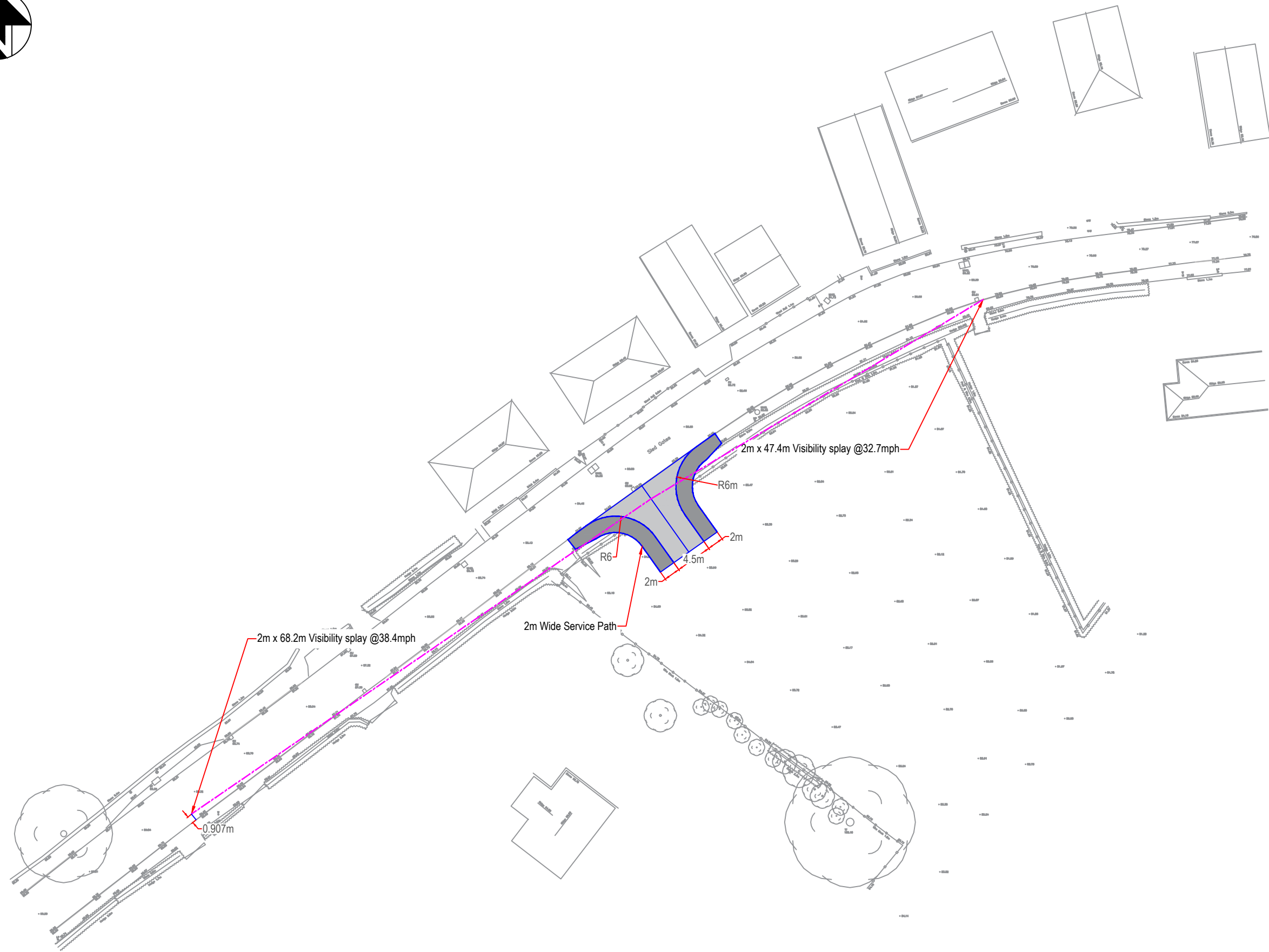
Channels 1+2 - Northbound & Southbound

	12/10/2021 Tuesday	13/10/2021 Wednesday	14/10/2021 Thursday	15/10/2021 Friday	16/10/2021 Saturday	17/10/2021 Sunday	18/10/2021 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	1221	1356	1278	1319	1246	1255	1225	1280	1271
Mean Speed	28.6	28.5	28.4	28.6	28.5	28.1	28.4	28.5	28.4
85%ile Speed	35.8	35.9	36.3	35.5	36.1	35.8	35.8	35.9	35.9
No. Vehicles > 30 MPH Limit	396	444	439	423	388	381	392	419	409
% Vehicles > 30 MPH Limit	32.4	32.7	34.4	32.1	31.1	30.4	32.0	32.7	32.2
No. Vehicles > 45 MPH	11	16	17	16	7	9	16	15	13
% Vehicles > 45 MPH	0.9	1.2	1.3	1.2	0.6	0.7	1.3	1.2	1.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
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3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 



Appendix C – Site Access & Visibility Splays Plan – SK-006



NOTES

P1 Preliminary - Initial Issue



Project:
**SLED GATES
WHITBY**

Client:
BRITOLGY

Drawing:
**PROPOSED ACCESS &
VISIBILITY SPLAYS**

Drawn By: **AJA** Date: **09/11/2021**

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

Drawing No. **AMA/20940/SK/006** Rev. **-**

From: Alistair Flatman

Sent: 10 November 2021 14:46

To: Hilary Saunders

Subject: Re: FW: Response To Application Number NYM21/0351/OU at Land west of Highfield, Sled Gates, Fylingthorpe

Good afternoon Hilary

I hope you are well

We have now undertaken further traffic survey work for the above as requested by NYCC. We believe the locations and recording are in accordance with NYCC comments and provide robust data for analysis

Attached is our highways consultant Technical Note (9 Nov 2021) prepared in response to NYCC comments.

The Tech Note again confirms the suitability of the access to serve the proposed small residential development.

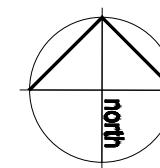
Please note the additional work has led to a revision of site access position - the revised proposed access can be found within the attached Technical Note. I am meeting the architect on Friday to review / revise the indicative site layout accordingly - this will include further information / justification on replanting of the hedge and new planting within the site. I will issue the updated layout drawing on Friday / Monday. Hopefully then you will have all requested information in terms of highways and the hedge such that a positive recommendation can be made.

I hope the attached assists and would be grateful if it could be passed on to NYCC Highways

all the best

Alistair

Alistair Flatman (MRTPI)
Director
Alistair Flatman Planning



INDICATIVE SITE PLAN
5 3b5p Houses

AMENDED

NYMNPA
17/11/2021

Notes:
Unless indicated, this drawing is for information only.
Do not scale, use figured dimensions only.
All dimensions to be checked on site

0 Drwg. original size: A3

Revisions:			
Date:	Rev:	Note:	Check:

elevens2architects
elevens2architects
 30 The Fairway
 Pudsey
 Leeds LS28 7RE
 W: elevens2architects.co.uk

Project: **SLED GATES
Whitby**
 Drawing Title: Indicative Site Plan
 Scale: 1:500@A3
 Drwg. Created: 25.01.2021

Drwg. No:	0215_SLE_102
Status:	Planning (*)
Revision:	E