

26th June 2018

DMM/AJB/M.103

Market Lavington Parish Council
c/o Carol Hackett, Clerk
23 Orchard Close
West Ashton
BA14 6AU

Dear Sirs

Market Lavington Neighbourhood Plan:
Report on Highway Access to Sites

Residential Road Design Guidance

The Wiltshire Council Residential Road Design Guide was adopted in September, 1993. Manual for Streets was published by The Department for Communities and Local Government and the Department of Transport in 2007. Manual for Streets is now the document that Local Plan Inspectors will look to for guidance on residential road design. I understand that Wiltshire Council is updating their guidance to reflect Manual for Streets.

The 1993 document generally expected residential roads to have a 5.5 metre carriageway with 1.8 metre footways on each side. Manual for Streets indicates that a carriageway of 4.8 metres will allow a car to pass a goods vehicle (such as a refuse vehicle) and that a carriageway width of 4.1 metres allows two cars to pass. A carriageway width of 3.0 metres is allowable in discrete carriageway narrowings if the carriageway does not front a dwelling. It is these carriageway widths that this report will address.

In addition, shared surface roads where pedestrians and vehicles use the same space are increasingly considered where through traffic is low and traffic speeds can be calmed with the use of carriageway alignment and other features.

Where sites within the Neighbourhood Plan are clearly constrained from further development, shared surface roads would be the appropriate choice of road layout.

This document discusses visibility splays. I append to this document a drawing showing how visibility splays are measured.

Land to South of Spin Hill and adjacent to Canada Rise (SHELAA ref 619)

This site lies on the south of Spin Hill and on the west of dwellings on Canada Rise. A footpath runs along the northern edge of the site between Canada Rise and Spin Hill at the western corner of the site.

The site is substantially elevated above Spin Hill. Any residential access road should be near to perpendicular to the major road from which it takes access. Any residential access requires a road with a maximum gradient of 1:40 for the first 6 metres and thereafter no greater than 1:12. Such a road is not possible within the depth of the Spin Hill/Canada Rise site.

The western end of the site has an agricultural access onto Spin Hill. This access is at an acute angle to Spin Hill and is not suitable as a vehicular access due to this acute angle. This access could be used as an emergency access.

As noted above, there is a footpath leading off Canada Rise and to the site. This footpath is too narrow to provide a residential access road. Engineering works to widen the footpath would be exceptionally costly and would require the removal of substantial number of trees on the embankment between the footpath and Spin Hill.

Canada Rise has a carriageway of 5.5 metres and footways of 1.8 metres on each side. This carriageway width is ample to serve the existing and proposed residential development. It has been assumed that the mini-roundabout serving Canada Rise is of appropriate standard.

Access to the site is available from the two north-western dwellings on the north side of Canada Rise in the large turning head. No. 3 Canada Rise appears to be the most easily redeveloped for an access.

Alternatively, no. 7 Canada Rise might provide access over a narrower footprint.

The site is capable for further development. Canada Rise is capable of supporting more development than that presently proposed. Any access from Canada Rise should have regard to this possibility.

Lavington School Unused Fields (SHELAA site ref 3443)

This land lies on the north of dwellings in Park Road and on the east of the Lavington School site.

The land is presently accessible only through the Lavington School site. This access is usable, but would require substantial works to the present school access road layout to provide a suitable separate access to the residential site.

The school access presently has a visibility splay of 2.4 metres by 59 metres looking right. This splay meets standards. The splay looking left is 2.4 metres by 28 metres. This is below standards. Presently, no. 1 Pavilion Gardens has its hedge trimmed to below 1 metre above carriageway level. The visibility splay available is therefore adequate. However, the owner of this dwelling need not keep their hedge trimmed and visibility would decrease to below standard. However, if there is no record of collisions at the school access, then further development off the school access is acceptable.

It would be preferable for access to the proposed residential site to be from an existing public road rather than through the school site.

The school has considered purchasing a building plot adjacent to no. 15 Park Road. The Highway Authority responded to an enquiry from the school about access over this plot and received the following response:-

‘I have looked at the site on Google Streets and (caveat my reply in that context). I have also taken on line measurements of the surrounding road network. I am of the opinion that in principle an access for 15 dwellings could be achieved. However I must caveat it with the following:

The bungalow will need to be removed as the access will be required to be central to achieve the visibility splay of 2.4m x 27m to the nearside carriageway edge cleared of obstruction at and above 600mm.

The road will require 3m radii and be of 5.5m in width with 2m footway and the access width will need to be able to accommodate it.

The wider road network narrows in places and because of this, localised road widening will be required. I have considered the extent of highway and there is enough highway to allow for road widening to 5.5m. Some mitigation in the form of traffic calming will also be required. You will need to bear in mind that this will result in significant costs including legal agreements and the actual construction.

In summary I am happy to accept a new access can be accommodated but caveat that with the fact that offsite widening and road works will be required to make the site accessibility acceptable.’

This response appears to reflect the 1993 guidance of the Highway Authority rather than standards given in Manual for Streets. Further investigation of the road widening required by the Highway Authority is appropriate. The response does not mention the visibility splays at the junction of Park Road and The Spring which are below standard. I am uncertain as to whether this is an omission or if the highway authority does not have a concern about this matter.

Nonetheless, it is my view that access to the Lavington School site from Park Road over the plot adjacent to no. 15 Park Road is possible within Manual for Streets standards with the exception of the visibility splays noted above. Park Road does not have a footway from its junction with The Spring for some distance. However, there is a footpath running adjacent to Lavington School from the western end of Park Road to The Spring.

Works on Park Road may be necessary, for example to make the road an explicit shared surface road. These works may not be inordinately expensive.

Land North of Spin Hill/East of Kings Road (not a SHELAA site)

This land lies on the north side of Spin Hill to the east of Kings Road and to the west of dwellings on the north side of Spin Hill. A bridleway runs on the eastern edge of the site.

The site lies within the 30 mile per hour speed limit area and Spin Hill is lit. Visibility splays of 2.4 metres by 59 metres would meet Manual for Streets standards. However, the speed limit on Spin Hill changes to 40 miles per hour within the site frontage. Vehicles travelling eastbound (toward Market Lavington) may be travelling above the speed limit near the site. A visibility splay of 2.4 metres by 90 metres looking right from the site access may be appropriate.

The north verge of Spin Hill appears to be about 1.1 metres wide to the east of the site. This limits how far east the access can be due to the need for the visibility splay to pass over highway land. The access to the site should therefore be approximately opposite the former telephone call box on the south side of Spin Hill.

An access opposite the former telephone call box allows for the provision of a visibility splay looking right (looking into the 40 mile per hour zone) of 2.4 metres by 90 metres. The splay looking left (looking toward Market Lavington) will be 2.4 metres by 59 metres.

The site lies above the level of Spin Hill. It will therefore be necessary to create a new access road running up from Spin Hill within a minor cutting. However, the level difference is not so great as to cause development problems. The access and the splays do not impact on established valuable vegetation on the north side of Spin Hill.

It is my view that providing a site access on or close to the bridleway on the eastern edge of the site would be inappropriate and not allow for the provision of visibility splays meeting standards.

This site is capable for further development toward the north. The proposed access and visibility splays noted above are adequate for further development of the land to the north.

Summary

The land to the south of Spin Hill and adjacent to Canada Rise can only be accessed from Canada Rise through one of the existing dwellings on Canada Rise. More development may be possible on the land abutting the proposal site. Any highway access needs to reflect this possibility.

The Lavington School unused fields can be accessed through the present Lavington School access. However, this access is not without difficulties. It is my view that the land may be accessed from Park Road through the presently undeveloped site with planning consent for a dwelling. Further detailed investigation of this access would be needed to confirm if this is possible.

The land north of Spin Hill/east of Kings Road can readily be accessed off Spin Hill. The exact position of any access needs to reflect the highway verge width adjacent to the dwellings on the north side of Spin Hill. Any access to the site needs to reflect the possibility of further development from the access. The proposals outlined in this report will allow for further development.

Yours faithfully

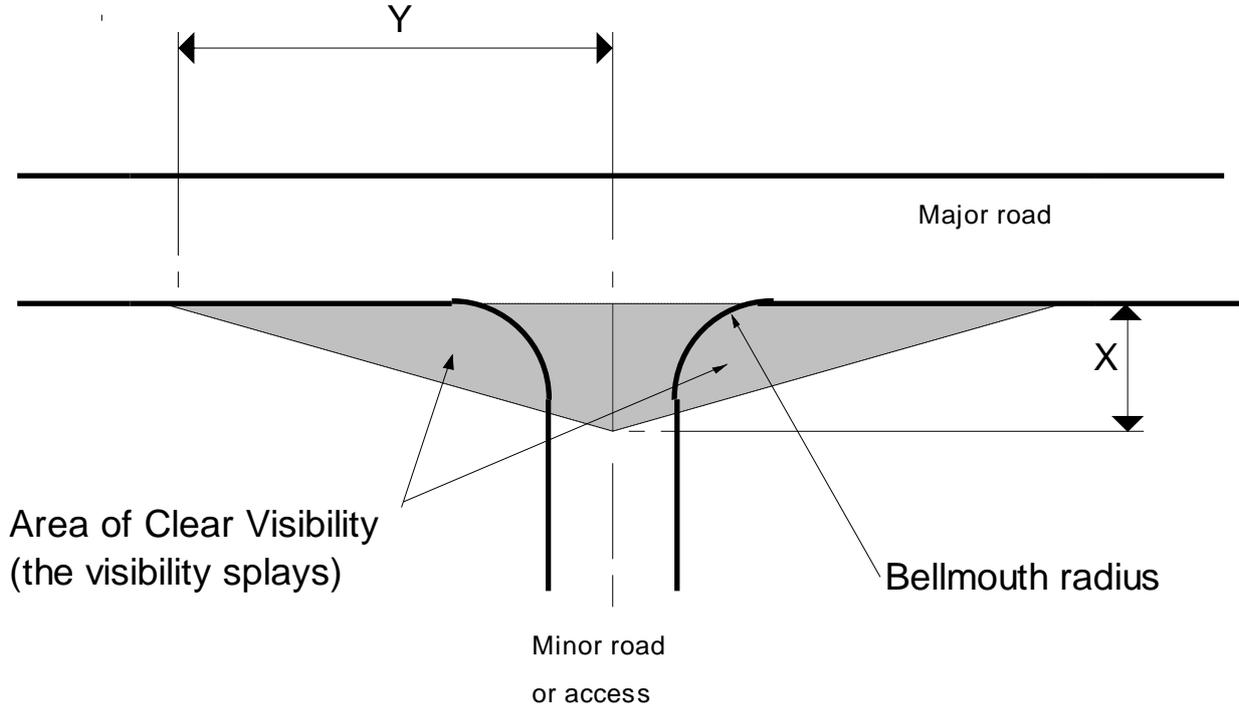
David Mason
for
D M Mason
Engineering Consultants Ltd

cc David King,

VISIBILITY REQUIREMENTS AT GIVE WAY TYPE JUNCTIONS

Described in Manual for Streets.

Sightline Requirement in Plan



'X' is known as the minor road distance. 'Y' is known as the major road distance.

Visibility splays are described as X metres by Y metres.

Sightline Requirement in Vertical Plane

