

INTERNAL MEMORANDUM

FROM: HIGHWAYS & TRANSPORT; PLACE DIRECTORATE

Application No: 23/P/1439/OUT

Development Control Case Officer: Sally Evans

Location: Land To The North Of Junction Of Lyefield Road And, Lower Norton Lane, Kewstoke Grid Ref: E 334856 N 163898,

Proposal: Outline application for the erection of up to 75 dwellings and associated works, with access for approval; all other matters of appearance, layout, scale and landscaping reserved for subsequent approval

Date: 22/01/2024

Recommendation

No recommendation (further information required):

We have fundamental highway safety concerns about the proposals and do not consider that these have been adequately mitigated in the application submissions.

We will not be providing detailed comments or a recommendation on this application until the following matters have been addressed by the applicant with additional information.

Proposals are contrary to DM24 (Highway Safety)

Revised Plans Required

- Visibility splay showing 120 metres of visibility in each direction from the access

Planning Conditions Required

To be advised once fundamental highway safety concerns have been addressed

Planning Obligations (S106) Required

To be advised once fundamental highway safety concerns have been addressed

Planning Obligations (S278) Required

To be advised once fundamental highway safety concerns have been addressed

Recommendations to Applicant

To be advised once fundamental highway safety concerns have been addressed

Formal comments from Highways & Transport Development Management

Summary

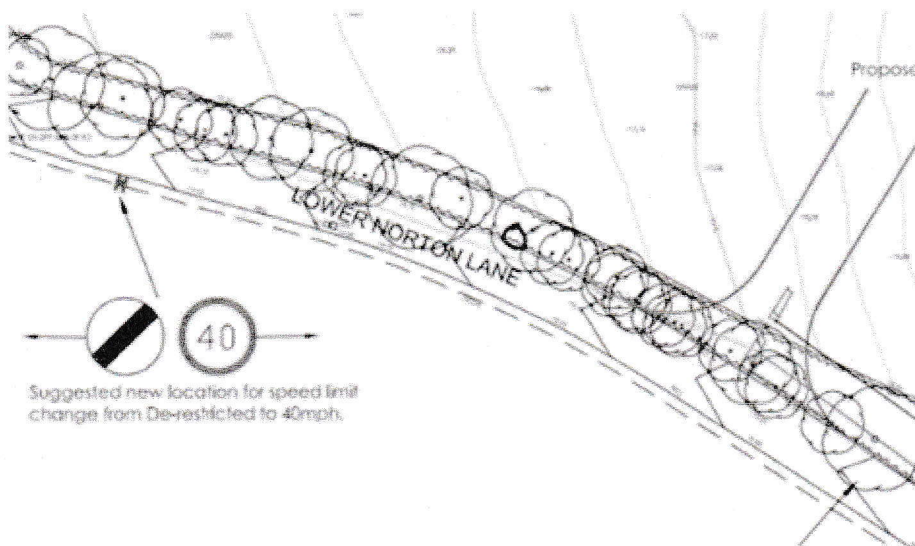
The site is not allocated in the current Local Plan and not in the Regulation 19 Assessment for the replacement Local Plan.

Access

Further information required- Fundamental highway safety concerns (visibility) to be addressed.

Comments:

Proposals indicate that a new access is to be formed to the north side of Lower Norton Lane. It should be noted that Lower Norton Lane in this location is subject to the national speed limit, although proposals indicate that the existing 40mph zone would be extended to include the proposed access. The Highway Authority would consider that the proposal to relocate the 40mph should be relocated closer to the proposed access junction and be located on the northern side of the carriageway so that vehicles approaching from Kewstoke have the change of speed limit signs on their side of the road, approximate location in blue below:



A TRO would be required to deliver these changes and as such £3,600 would be required to be delivered **via section 106 agreement**. A speed roundel on the carriageway surface should also be incorporated into the design and delivered via S278 agreement.

Visibility

The Design Manual for Roads and Bridges (DMRB) specifies that minimum visibility splays of 120m are required for roads subject to a 40mph limit. The applicant, however, contends that the Design Manual for Roads and Bridges should not be applied in this instance by referring to a passage in Manual for Streets 2 which reads 'it is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower MfS parameters are recommended.'

The applicant has subsequently submitted ATC data suggesting that 85% percentile vehicle speeds are below 40mph at 37.3mph for eastbound vehicles and 38.3mph for westbound vehicles. Visibility splays have subsequently been calculated using the formula set out in Manual for Streets suggesting required splays of 56m to the west and 59m to the east.

However, the Highway Authority do not agree that Manual for Streets should be applied in this instance and would maintain that the standards in the DMRB should be applied for several reasons. Firstly, both Manual for Streets 1 and Manual for Streets 2, clearly specify that the formula the applicant has used to calculate visibility splays should only be used where 85th percentile speeds **are up to 37mph**. Manual for Streets 1 goes onto explain that 'at speeds above this, the recommended SSDs in the Design Manual for Roads and Bridges may be more

appropriate'. Given that 85% percentile speeds are above 37mph in both directions, as well as the nature of the Lower Norton Lane in this location, the Highway Authority would maintain that DMRB standards should be adhered to.

Lower Norton Lane, for instance, is rural in nature, subject to the national speed limit, and without any direct frontages in the immediate vicinity, whilst the guidance set out in Manual for Streets relates largely to more urban areas and 'streets'. Moreover, it should be noted that the proposal involves widening the carriageway in the vicinity of the proposed access. Widening Lower Norton Lane, whilst considered necessary to accommodate the additional vehicle movements, is highly likely to result in higher vehicle speeds – pushing them further above the 37mph maximum specified for the application of the MfS formula used by the applicant.

It is noted, however, that the DMRB does allow for a reduced visibility from 120m (the desirable minimum) to 90m in certain circumstances. Given that 85%ile speeds are slightly below the 40mph limit, The North Somerset Road Safety Engineering Team consider than 90m may be considered as an absolute minimum in this case.

As such, the Highway Authority would request that revised visibility splays of 90m, in line with the standards set out in the DMRB, be submitted by the applicant.

Given the extensive vegetation along Lower Norton Lane, achieving these visibility splays is likely to require the removal/relocation of a considerable amount of hedgerow. This will need to be set back at least 2m back from the required visibility splays to allow for future growth and these splays will need to be maintained in perpetuity by the applicant. Given that much of the vegetation falls within the adopted highway, its removal will likely need be undertaken as part of the section 278 works. Moreover, the Highway Authority note that there is a steep gradient upon entering the site and it is unclear whether this in itself will also represent an obstruction to visibility. This will need to be clarified by the applicant and any excavation required to deliver the visibility will need to be clearly identified by the applicant in revised plans and may require consultation with the North Somerset Highways Structures Team.

Should this application be approved, the Highway Authority would request that all vegetation/obstructions within the visibility splays at both sides of the access are to be maintained, ensuring that no vegetation exceeds a height of 600mm (for acceptable visibility) as drivers need to be able to see obstructions 2m high down to a point 600mm above the carriageway (Manual for Streets, paragraph 7.6.3, p. 91). This will need to be **conditioned**

At present, however, no such splays have been submitted and it is unclear whether they are achievable given the extensive amount of vegetation required to be removed as well as potential excavation required.

Gradients

As noted above, it is recognised that there is a steep gradient upon entering the site. New road construction should comply with the relevant DMRB/MfS standards. There is an increased risk of vehicles losing traction on icy surfaces on gradients above 8% and as such, the access, and all internal carriageways must have a gradient of 8% or less. Moreover, a level dwell area of 10-15m should also be provided at the start of the proposed access for emerging vehicles. **This will need to be clearly demonstrated by the applicant on revised plans.**

For pedestrians, the DfT's inclusive mobility (2021) specifies that level access should be provided for pedestrians. Where this is not possible, there should be a maximum gradient of 5%. The applicant will therefore also **need to demonstrate that the proposed shared pedestrian/cycle access can be provided with no more than a 5% gradient.**

Vehicle Tracking

Vehicle Tracking has been submitted by the applicant for the proposed access, although it is noted that given the narrow nature of Lower Norton Lane, emerging vehicles will be required to cross the centreline of the carriageway. To improve the vehicle tracking and ensure larger vehicles can safely access/egress the site, the Highway Authority would request that the access be widened to a minimum of 6.5m for the first 15-20m from Lower Norton Lane, and then reduce down to 5.5m.

RSA

The submitted Transport Assessment indicates that a Stage 1 road safety audit will be undertaken although this has not been included as part of the submissions. The Highway Authority would request that a **combined Stage 1/2 road safety audit be undertaken and submitted.**

As per the Guidance set out in the North Somerset Highways Development Design Guide, all Road Safety Audits must be undertaken by an independent audit team. The CVs of the audit Team Leader and Team Member must be submitted along with an audit brief to be approved in writing by the council prior to the audit being undertaken. This will highlight issues and sensitive sites prior to the audit. An NSC Highway Engineer/Officer should be invited to be present at any audit site visit. If the approval process is not followed there could be a risk of the audit being rejected.

Transport Assessment

To be advised once fundamental highway safety concerns have been addressed

Active & Sustainable Travel

To be advised once fundamental highway safety concerns have been addressed

Integrated Transport Unit; Home to School Transport and Public Transport

To be advised once fundamental highway safety concerns have been addressed

Street lighting

To be advised once fundamental highway safety concerns have been addressed

Waste servicing

To be advised once fundamental highway safety concerns have been addressed

Parking Assessment

To be advised once fundamental highway safety concerns have been addressed

Network Management Team

To be advised once fundamental highway safety concerns have been addressed

Section 38 & 278

To be advised once fundamental highway safety concerns have been addressed

Construction Management Plan

To be advised once fundamental highway safety concerns have been addressed