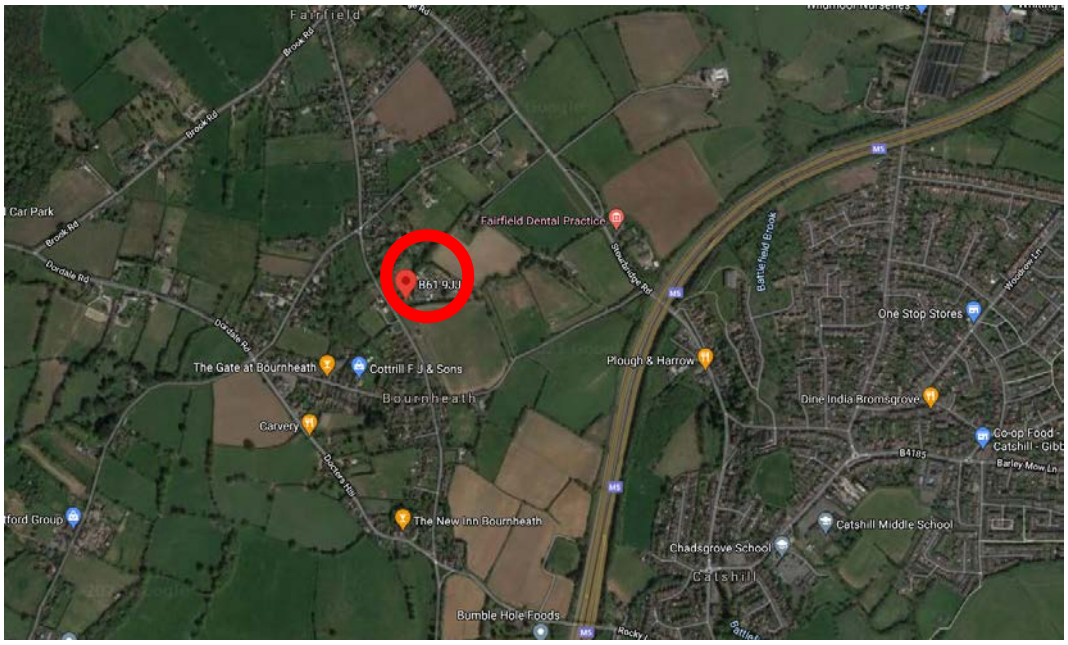
1.1 DTA have been commissioned by Mr M Banham to provide highway and transport advice regarding a potential residential redevelopment on land at Primrose Nurseries, Fairfield Road, Bournheath. The general location of the site is shown below in **Figure 1.**

Figure 1 - Site Location (Google Maps)



1.2 This transport appraisal sets out background information relating to the existing use of the site compared to the forecast use of the site due to the proposed development.

1.3 The development proposes up to 9 dwellings on land that has a permitted use for B1 and B8 employment purposes and equestrian use, both of which will cease should planning permission be granted for the residential development.

<u>Existing / Previous Use</u>

1.4 The former commercial nursery activities ceased, and the site operated for many years for manufacturing fibre glass pots etc. This was confirmed by the certificate of lawful use issued by the Planning Authority.

1.5 The applicant also has a commercial operator's licence to enable him to operate his various HGVs from the site. The licences permits them to operate 3 large goods vehicles and 2 trailers. A photo of such a vehicle is shown below.

Figure 2 - HGV operating from site

1.6 In connection with the plant maintenance side of the applicant's business there is a small fleet of car-based vans parked on site where employees drive to site, park their private vehicle and travel to site in the business' van.

1.7 Finally, the site also has a well established equestrian use which is primarily used by the applicant but is also used by private clients for DIY livery purposes.

1.8 The applicant's dwelling is also accessed from the lane serving the employment site.

1.9 Publicly available information demonstrates that the stie access has operated safely for a number of years with their being no recorded collisions at or in the vicinity of the site.

1.10 The total floorspaces of the employment buildings on site associated to the certificate of lawful use equates to c320m². This would typically be expected to generate c30 daily vehicle movements with 3 movements in each of the peak hours.

1.11 In addition, there are also the regular HGV, van and employee traffic associated to the applicant's business. Therefore, based on the information provided by the applicant there are typically 3-4 employee movements in each of the peak hours with 2 HGV daily movements, resulting in total daily traffic of c15-20 movements.

1.12 This would result in a total potential traffic generation of the site of 45-50 daily vehicle movements.

Proposed Development

1.13 The proposed development would remove the permitted use of the site as well as the current operation of HGVs and other car based van movements, with only the existing dwelling and equestrian uses remaining.

1.14 Nine dwellings would typically generate 5 vehicle movements in each of the peak hours and c45 movements per day.

1.15 It can be seen that the proposed development would generate a comparable level of traffic but would provide the safety benefits of removing the large HGV traffic from the access.

1.16 Whilst as stated above there are no operational safety issues with the access and it is wide enough for two vehicles to pass in the access, as can be seen on **Drawing 23032-02** it is proposed to construct a short section of footway around the eastern side of the access to provide a safe refuge for pedestrians. This will remove any conflict between pedestrians and vehicles given the development would likely result in an increase in non-motorised movements to and from the site.

1.17 Worcestershire County Council's Streetscape Guidance states that an access width of 4.1m should be provided for the first 15m from near edge of the carriageway. The access will provide a 5m width for 10m into the site from the near edge of the carriageway which is wide enough for two vehicles to pass. The standard requirement would be for a 7.5m set back from the edge of carriageway.

1.18 Whilst a vehicle tracking exercise for the internal layout has been undertaken for emergency service vehicles and refuse vehicles (**Drawing 23032-03**), it is proposed to provide a bin collection point near to the existing access for ease of access by operatives.

1.19 The visibility from the junction is presented on the photos below.

Figure 3- Easterly Visibility

Figure 4 - Westerly Visibility

1.20 Visibility splays of 2.4m x 43m can be provided to the centre of the carriageway. Due to the width of the existing Fairfield Road and adjacent hedgerows this provides adequate visibility of all approaching vehicles and cyclists.

1.21 Importantly, there are two factors regarding visibility, one of which is junction visibility and the other is the stopping sight distance (SSD) and whilst both are calculated using the same measurements the purpose of them is different.

1.22 The junction visibility is provided to ensure that a driver exiting the junction can see an appropriate distance along the carriageway so that they can make an informed decision of whether they consider it is safe to pull out and the distance is based on the time taken for an approaching vehicle to stop. Traditionally this has been measured to the nearside kerb line or as per Manual for Streets 2 (MfS2) to the nearside edge of the vehicle track. Both allow for an overtaking vehicle to be seen. However, as above due to the width of the carriageway all vehicles travel generally along the centre of the road.

1.23 In terms of the SSD, MfS states that "The stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed. It is calculated from the speed of the vehicle, the time required for a driver to identify a hazard and then begin to brake (the perception–reaction time), and the vehicle's rate of deceleration. For new streets, the design speed is set by the designer. For existing streets, the 85th percentile wet-weather speed is used".

1.24 Clearly, therefore, the importance of this is to ensure an approaching driver can see any vehicle likely to emerge into the path of their vehicle/ cycle. In this instance it would be the ability for a vehicle travelling along Fairfield Road to see a vehicle emerging from the Access.

1.25 It is clear that the front of an emerging vehicle can be seen from a distance greater than 43m from the access. Due to the 30mph speed limit past the site, distances of 43m would be required.

1.26 The above is shown on **Drawing 23032-01**.

1.27 Due to the above, it is considered the proposed redevelopment of the site would have no adverse impact on the operation of the junction and local road network, with the removal of regular HGV movements providing a safety benefit.

1.28 The site is located approx. 800m south of the nearest bus stops and first school in Fairfield. There is a continuous footway along Bournheath Road connecting Fairfield Road and the B4091 Stourbridge Road through Fairfield. Para 103 of the NPPF states:

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. <u>However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making</u>.

1.29 This acknowledges the challenges that can be presented in rural settings. However, the site is in this respect reasonably well connected, with the lack of footways on Fairfield Road adjacent to the site not causing any highway safety issues for existing residents.

<u>Summary and Conclusion</u>

1.30 This appraisal has reviewed the highway and transport elements of a proposed new residential development of 9 dwellings.

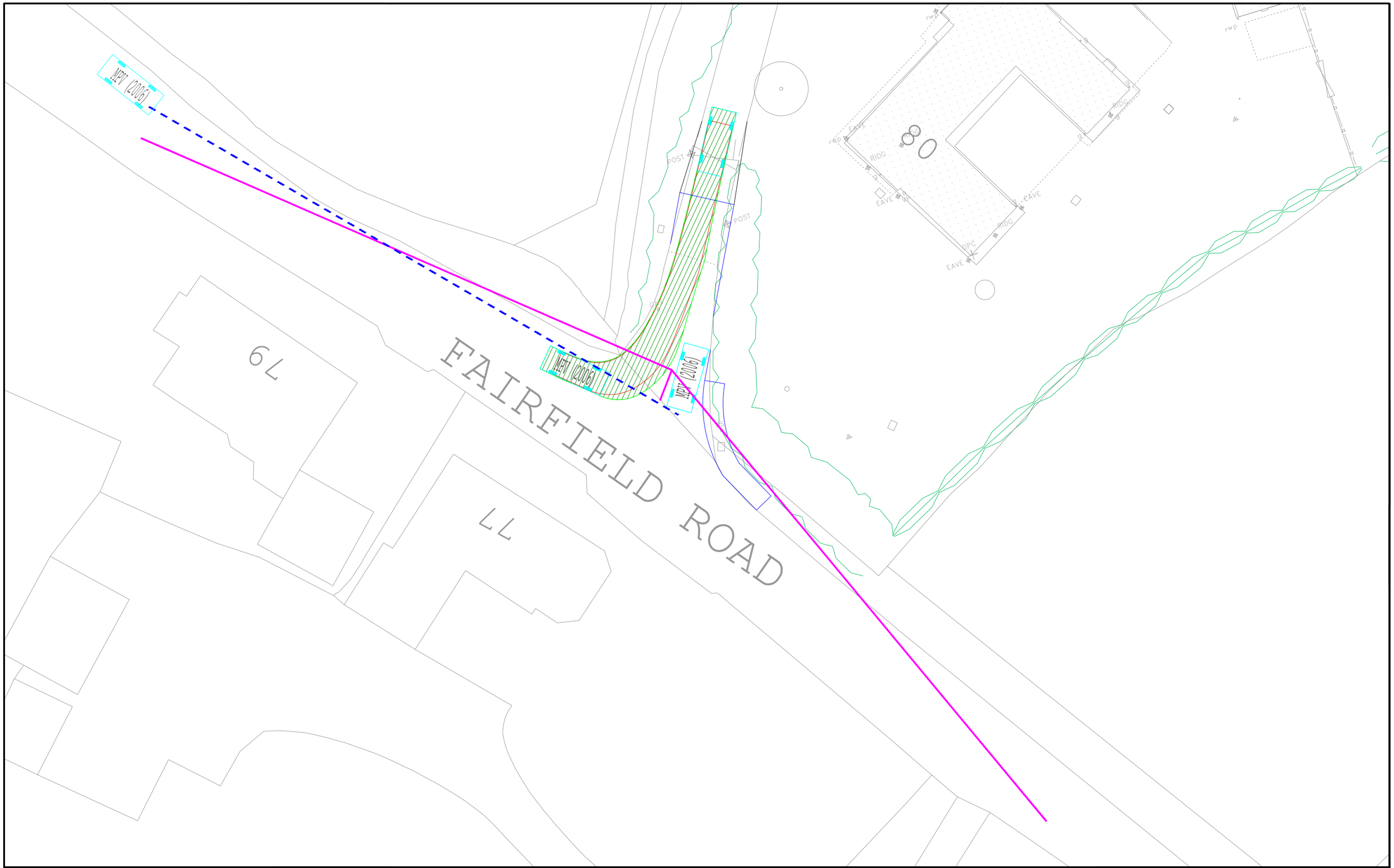
1.31 The site is within reasonable walking and cycling distance of local facilities.

1.32 The development will generate a modest number of vehicle movements and the local highway network has a very good safety record which would not be detrimentally affected by the proposed development.

1.33 Overall, it has been demonstrated that the residual cumulative impact of the proposed development cannot be considered severe in accordance with para 109 of the Framework, which states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

DRAWINGS



REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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JOB TITLE: Primrose Nurseries

CLIENT: Mr M Banham

DRAWING TITLE: Existing Site Access

Visibilit Splays

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
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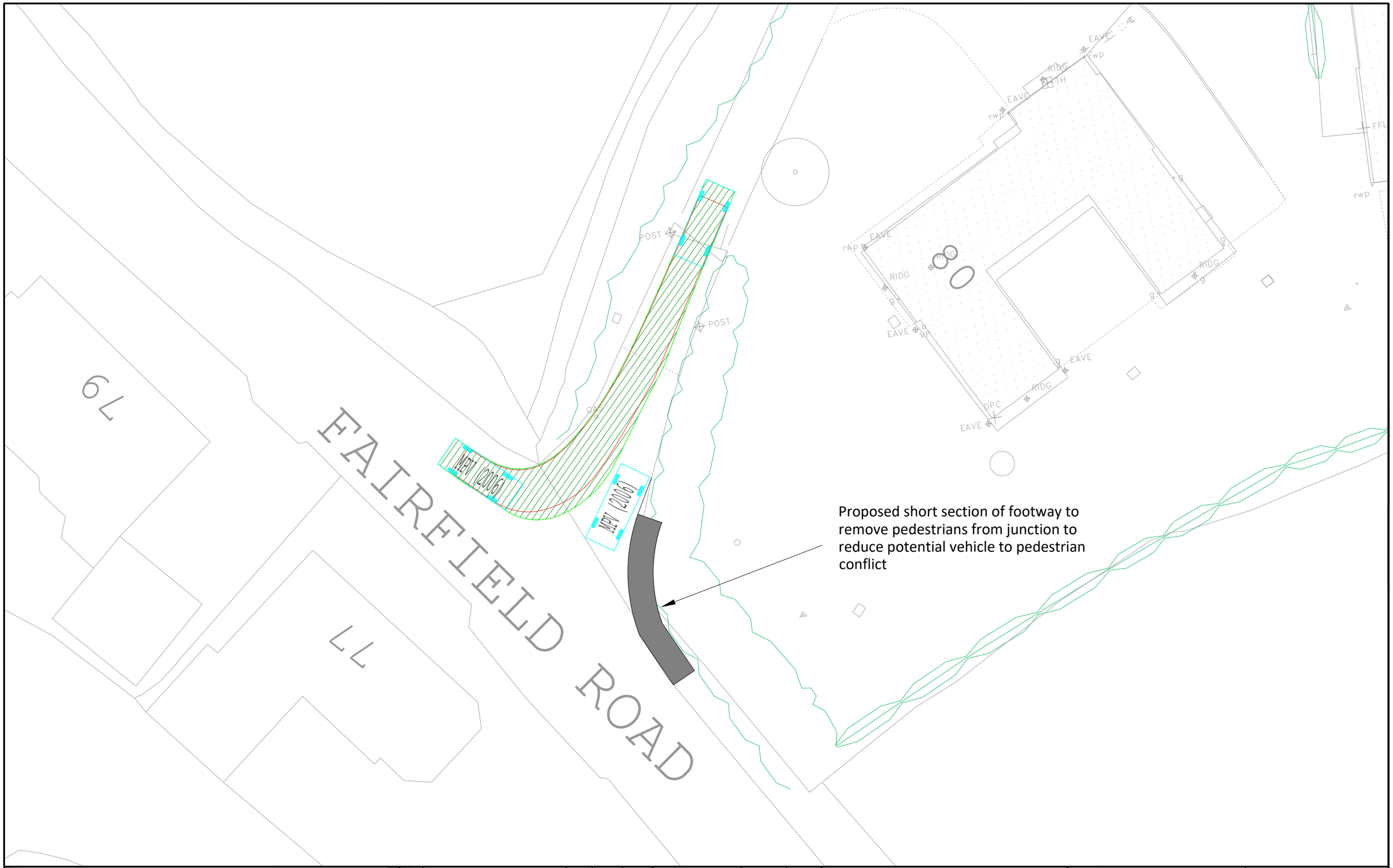

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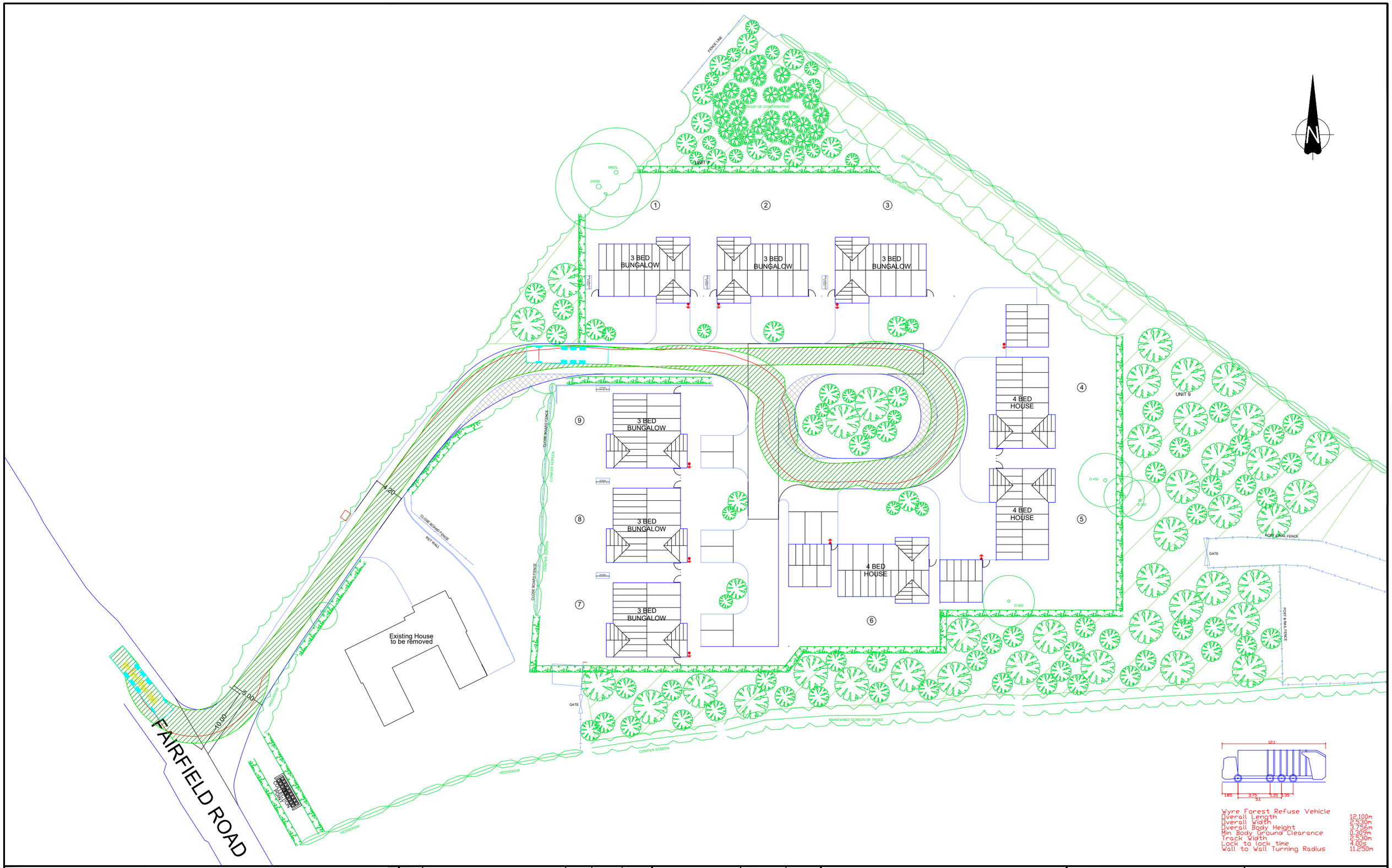
JOB TITLE	CLIENT
Primrose Nurseries	Mr M Banham

DRAWING TITLE
Existing Site Access
With Vehicle Tracking

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:200@A3	DN	May 21	23032-02	



Wyre Forest Refuse Vehicle

Overall Length	12.100m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.250m

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

dta

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JOB TITLE	CLIENT
Primrose Nurseries	Mr M Banham

DRAWING TITLE

Proposed Site Layout

Vehicle Tracking (refuse vehicle)

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A3	DN	July 21	23032-03	