

**Chestnut Lane,  
Clifton Campville**

*Access Appraisal Note*



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## **1.0 INTRODUCTION**

- 1.1 DTA Transportation Ltd has been commissioned by Nigel Tongue to prepare an Access Appraisal Note to support two separate planning applications each for one residential dwelling at land to the rear of 15 Chestnut Lane, Clifton Campville, Tamworth, Staffordshire. The two applications are separate, but the schemes are served by the same access point onto Chestnut Lane and therefore this report considers the suitability of the access to serve two dwellings.
- 1.2 A plan of the development proposals is attached as **Appendix A**.
- 1.3 This Note has been prepared in accordance with the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (PPG), and is structured as follows:
- Chapter 2: Planning Policy Framework;
  - Chapter 3: Existing Conditions;
  - Chapter 4: Development Proposals;
  - Chapter 5: Traffic Generation and Impact; and
  - Chapter 6: Conclusions.
- 1.4 This Note considers the potential transport and highways impacts of the proposals. It is concluded that the proposed developments would have no material residual adverse impact on the safe operation of the local highway network.



## 2.0 Planning Policy Framework

### National Planning Policy Framework

- 2.1 In December 2023, the Government published the latest version of the National Planning Policy Framework (NPPF). Paragraph 115 of the NPPF is clear that: *"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"*.
- 2.2 Within this context, the NPPF identifies in Paragraph 114 that applications for development should:
- "a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
  - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
  - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
  - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
  - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 2.3 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is *"...a presumption in favour of sustainable development"*.

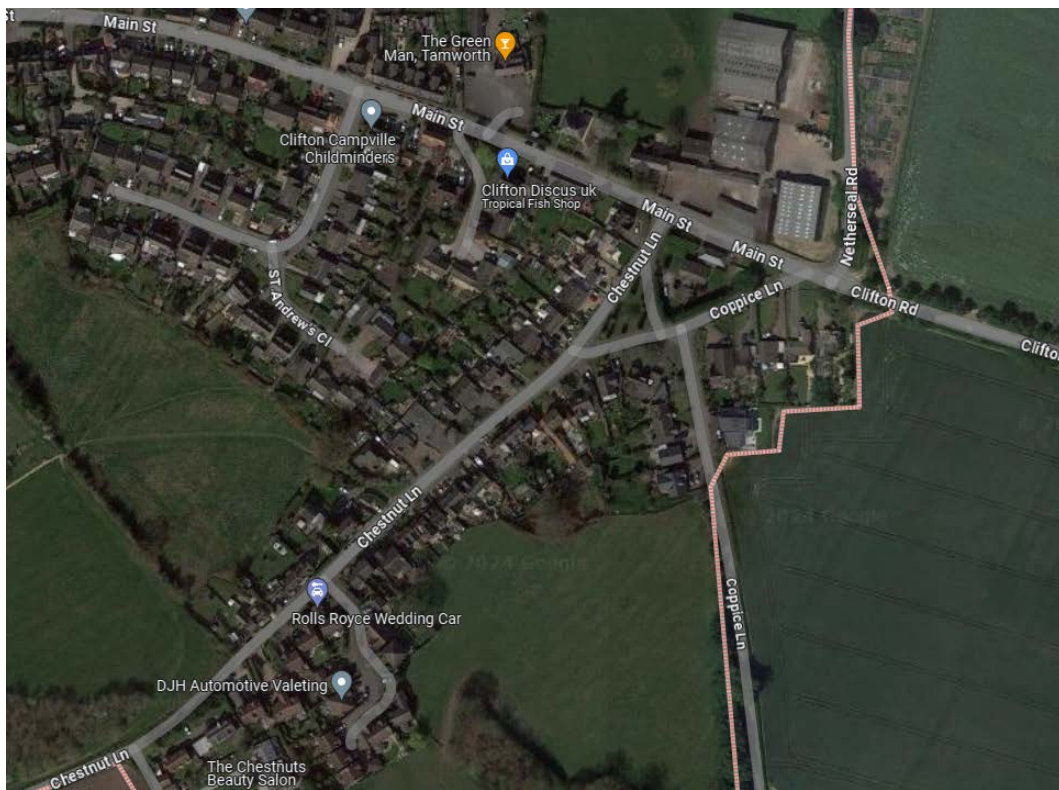


### 3.0 EXISTING CONDITIONS

#### 3.1 Site Description

3.1.1 The site is located on the eastern edge of Clifton Campville, around 9km northeast of Tamworth. The site is bound by existing dwellings to the north, west and east with open fields to the south. Access is envisioned to be taken between 19 and 15 Chestnut Lane via the creation of a private drive. The location of the site and access are shown in **Figure 1** below.

**Figure 1** – Site Location (Google Maps)





### 3.2 Existing Highway Network

3.2.1 Chestnut Lane measures around 6.0m in width and is subject to a 30mph speed limit. There are footways on both sides with street lighting. The road is residential in nature and runs from north to south, connecting to Clifton Road to the north and various B roads to the south.

3.2.2 Clifton Campville is a small village located in rural Staffordshire. The nearest large settlement is Tamworth and Lichfield. Highway network links include the A42 to the east (5km) and the A38 to the west (11km).

### 3.3 Existing Traffic Flows

3.3.1 An automatic Traffic Count (ATC) was undertaken on Unnamed Road between 09/01/2024 and 15/01/2024, the results of which are summarised in **Table 1** below with full details included in **Appendix B**.



**Table 1** - Summary of Traffic Flow Data – Chestnut Lane

Direction	5-day Average (Vehicles)	7-day Average (Vehicles)	Average 85 <sup>th</sup> %ile Speed	Average Mean Speed
Northbound	191	174	31.2 mph	25.7 mph
Southbound	175	163	30.7 mph	24.6 mph

3.3.2 As can be seen in **Table 1** above, vehicle speeds are in line with the signed 30mph speed limit on Chestnut Lane. It is also lightly trafficked with a 7-day average of 174 vehicles northbound and 163 vehicles southbound.

### 3.4 Personal Injury Collisions

3.4.1 Personal injury collision data for the last 5 years was collected from Crashmap.co.uk. There have been no recorded accidents within the search area as shown in **Figure 2** below.

**Figure 2** – Accident Search Area





## 4.0 DEVELOPMENT PROPOSALS

### 4.1 Overview

4.1.1 As discussed above, the proposal comprises of two separate applications each for one dwelling with a shared access. Car parking for the existing 15 Chestnut Lane will be provided adjacent to the new driveway. A plan of the development proposals is attached as **Appendix A**.

### 4.2 TRAFFIC GENERATION AND IMPACT

4.2.1 In order to assess the likely traffic generation from the proposed development the TRICS database was interrogated. This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites which are classified by land use and various other attributes.

4.2.2 The TRICS database (7.9.3) has a category for 03A Residential Dwellings Privately Owned. Sites in Scotland, Wales and Greater London have been excluded.

4.2.3 The resulting TRICS assessment is summarised in **Table 2** and shows the resulting vehicular trip rates and traffic generation.

**Table 2** – Proposed trip rates and traffic generation (2 dwellings)

	Trip Rates			Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.142	0.361	0.503	0	1	1
17:00-18:00	0.327	0.155	0.482	1	0	1
Daily	2.231	2.251	4.482	4	5	9

4.2.4 Due to the negligible increase in traffic, no offsite junction impact assessments are necessary.

4.2.5 Furthermore, the volume of traffic would not result in a severe residual impact on highway safety or capacity.





### 4.3 Vehicle Access

4.3.1 The proposed access will be taken from land to the south of 15 Chestnut Lane. At present this area is a gravel driveway. The access will be 4.25m in width to form a shared access.

4.3.2 This is in accordance with the Staffordshire Design Guide which requires that: *“Shared accesses to Higher Order Roads and existing County roads should be 4.2 metres in width, which should be maintained for the first 6 metres into the site from the highway boundary”.*

4.3.3 Visibility splays derived from the recorded 85<sup>th</sup> percentile vehicle speeds presented in **Table 1** equate to 45.3m northbound and 44.3m southbound at a setback of 2.0m using Manual for Streets criteria.

4.3.4 Strictly from 2m set back, the access falls short of these splays measuring 16m to the south westbound and 39.5m north eastbound. However there are several key factors to be considered in respect of acceptability of the access.

4.3.5 Visibility is required for two purposes, 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.

4.3.6 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.

4.3.7 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. This is unnecessarily precautionous and overly generous particularly to the left on exit as any approaching vehicle on the wrong side of the road would be seen from an off set of more than 2m.

4.3.8 In terms of the SSD, MfS states that:





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*“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”.*

4.3.9 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.

4.3.10 The proposed access visibility splays, from the access and approaching cars are shown on **DTA Drawing 25497-01**. Vehicles approaching along Chestnut Lane have much better visibility of a car in the access with 61m and 57m respectively therefore the proposed access is deemed to be safe.

4.3.11 Furthermore, MfS2 gives advice on the implications of visibility thus:

*10.4.2 It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this (see research summary below). Research into cycle safety at T-junctions found that higher cycle collision rates are associated with greater visibility.*

*10.5.8 A minimum X distance of 2m may be considered in some slow-speed situations when flows on the minor arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm, and many drivers will tend to cautiously nose out into traffic. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered. This also applies in lightly-trafficked rural lanes.*

*10.5.9 The Y distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant*



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*problem.*

- 4.3.12 In this case there are numerous private access points (all with constrained visibility) along the road and as confirmed above there have been no recorded personal injury accidents as a result of that.
- 4.3.13 Furthermore, in practise a car exiting the junction would edge forward cautiously as suggested by MfS. At all times (as identified by **Drawing 25497-01**) the car would be visible to oncoming cars or cyclists. Any cyclist traveling towards the junction from the north would be travelling up hill and therefore likely to be moving slowly.
- 4.3.14 It is therefore clear that the access would operate in a safe and appropriate manner as required by the NPPF.



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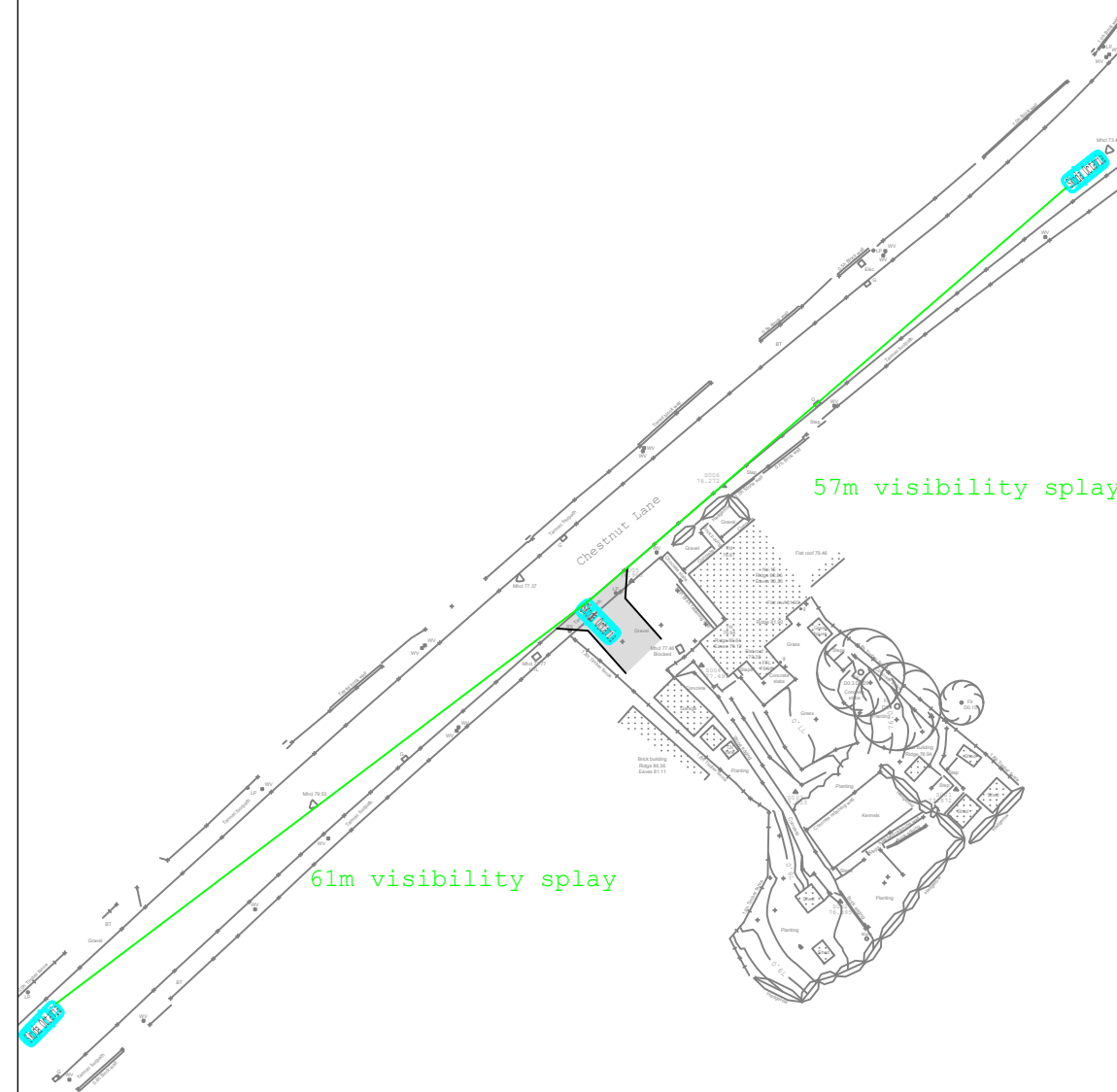
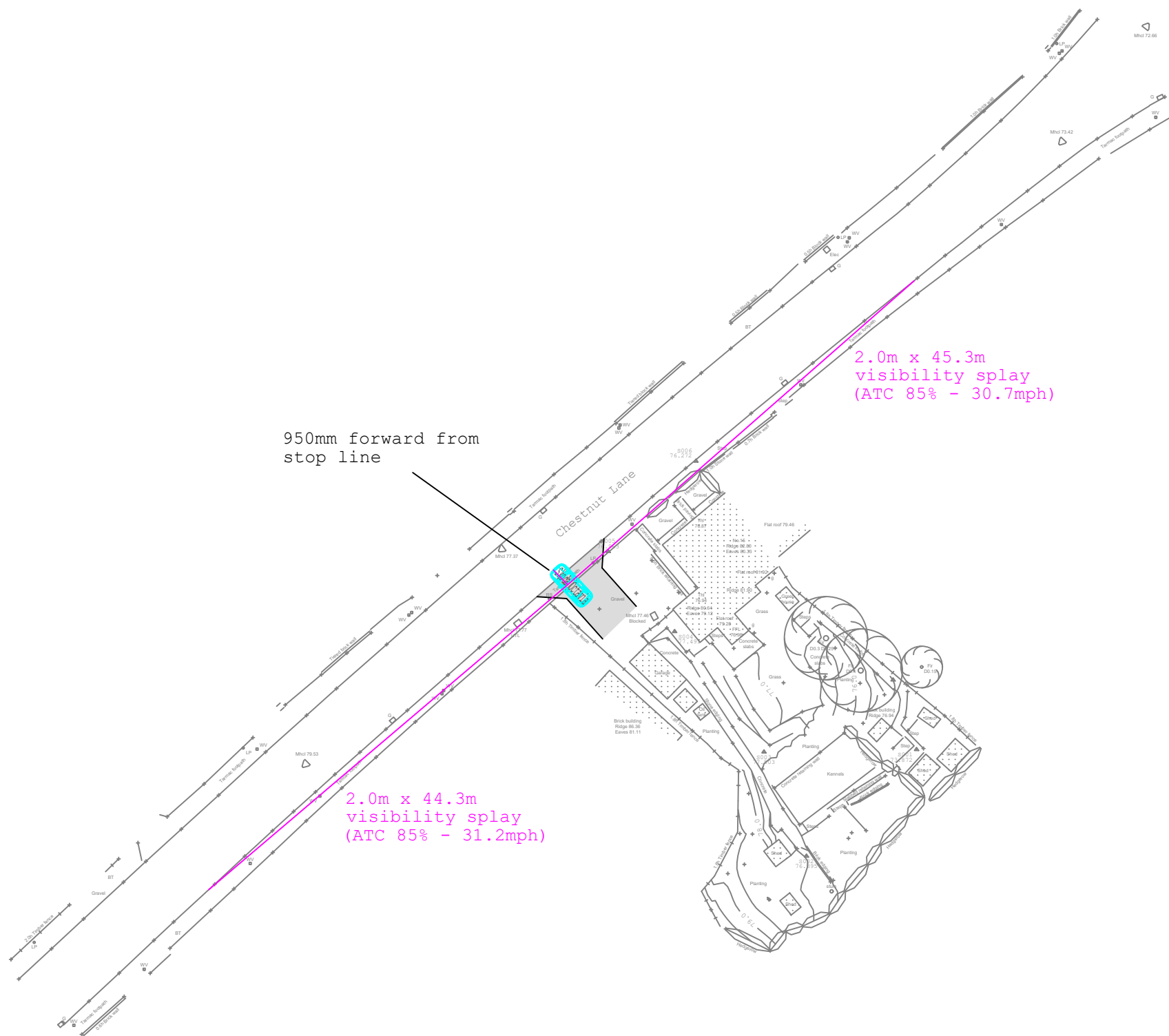
**5.0 CONCLUSIONS**

- 5.1 DTA Transportation has been commissioned on behalf of Nigel Tongue to prepare an Access Appraisal Note to support 2 new dwellings at to the rear of 15 Chestnut Lane, Clifton Campville, Staffordshire.
- 5.2 A review of the most recent five-year personal injury collision data for the adjacent highway network has been undertaken and does not highlight any existing safety issues that would need to be mitigated as part of the development proposals.
- 5.3 The proposed access can operate safely and efficiently in the proposed location with the visibility splays from the ATC speeds being achievable.
- 5.4 Overall, it is concluded that the development is in accordance with the transport policy tests for new developments as set out in Local Planning Policy and the National Planning Policy Framework.

## DTA Drawings

Site Access  
Visibility Splays

Forward Visibility  
Splays



1/500@A3

1/500@A3

Based upon the ORDNANCE SURVEY MAPS with the permission of  
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REV	DESCRIPTION	DRAWN	INITIALS	DATE



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JOB TITLE <b>Chestnut Lane, Clifton Campville</b>		CLIENT <b>Nigel Tongue</b>	
DRAWING TITLE <b>Proposed Site Access &amp; Visibility Splays</b>			
SCALE <b>See Plan</b>	DRAWN BY <b>BP</b>	DATE <b>08-02-24</b>	DRAWING No <b>25497-01</b>
			REVISION 

**Appendix A**

*Development Proposal Site Plan*

## **Appendix B**

*ATC Data*



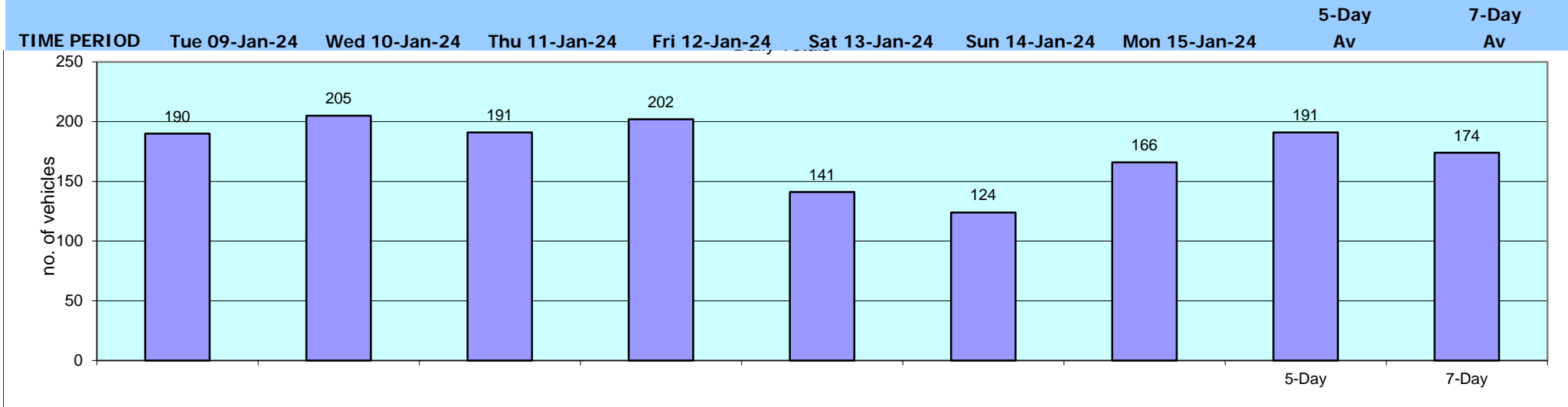
13000 CLIFTON CAMPVILLE										
JANUARY 2024										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 13000001	Chestnut Lane, Clifton Campville ( T/P #25) 52.694553, -1.621263	Channel: Northbound	Tue 09-Jan-24	Mon 15-Jan-24	30	1219	191	174	31.2	25.7
		Channel: Southbound	Tue 09-Jan-24	Mon 15-Jan-24		1139	175	163	30.7	24.6

13000 CLIFTON CAMPVILLE Site No: 13000001 Location Chestnut Lane, Clifton Campville ( T/P #25)  
 Channel: Northbound

TIME PERIOD	Tue 09-Jan-24	Wed 10-Jan-24	Thu 11-Jan-24	Fri 12-Jan-24	Sat 13-Jan-24	Sun 14-Jan-24	Mon 15-Jan-24	5-Day Av	7-Day Av
Week Begin: 09-Jan-24									
00:00	0	1	1	2	1	1	0	1	1
01:00	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	1	2	0	0	1
03:00	0	0	0	0	1	0	0	0	0
04:00	0	0	1	1	2	0	0	0	1
05:00	2	3	3	2	0	0	2	2	2
06:00	4	6	4	5	1	2	4	5	4
07:00	15	8	5	8	0	1	9	9	7
08:00	11	19	14	10	3	4	14	14	11
09:00	10	14	8	20	10	6	11	13	11
10:00	12	14	11	12	12	9	10	12	11
11:00	10	18	17	15	14	15	9	14	14
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15:00	8	18	17	14	12	12	13	14	13
16:00	18	16	21	18	7	6	19	18	15
17:00	14	17	20	18	9	7	10	16	14
18:00	10	12	20	17	10	6	12	14	12
19:00	12	10	9	7	5	7	7	9	8
20:00	5	4	7	5	5	3	3	5	5
21:00	3	2	2	1	2	5	5	3	3
22:00	2	2	0	3	0	1	4	2	2
23:00	1	1	1	2	1	1	0	1	1
<b>12H,7-19</b>	<b>160</b>	<b>176</b>	<b>162</b>	<b>174</b>	<b>122</b>	<b>102</b>	<b>141</b>	<b>163</b>	<b>148</b>
<b>16H,6-22</b>	<b>184</b>	<b>198</b>	<b>184</b>	<b>192</b>	<b>135</b>	<b>119</b>	<b>160</b>	<b>184</b>	<b>167</b>
<b>18H,6-24</b>	<b>187</b>	<b>201</b>	<b>185</b>	<b>197</b>	<b>136</b>	<b>121</b>	<b>164</b>	<b>187</b>	<b>170</b>
<b>24H,0-24</b>	<b>190</b>	<b>205</b>	<b>191</b>	<b>202</b>	<b>141</b>	<b>124</b>	<b>166</b>	<b>191</b>	<b>174</b>
<b>Am</b>	<b>07:00</b>	<b>08:00</b>	<b>11:00</b>	<b>09:00</b>	<b>11:00</b>	<b>11:00</b>	<b>08:00</b>		
<b>Peak</b>	<b>15</b>	<b>19</b>	<b>17</b>	<b>20</b>	<b>14</b>	<b>15</b>	<b>14</b>		
<b>Pm</b>	<b>14:00</b>	<b>15:00</b>	<b>16:00</b>	<b>17:00</b>	<b>14:00</b>	<b>13:00</b>	<b>16:00</b>		
<b>Peak</b>	<b>20</b>	<b>18</b>	<b>21</b>	<b>18</b>	<b>16</b>	<b>17</b>	<b>19</b>		

Daily Totals

13000 CLIFTON CAMPVILLE Site No: 13000001 Location Chestnut Lane, Clifton Campville ( T/P #25)  
Channel: Northbound

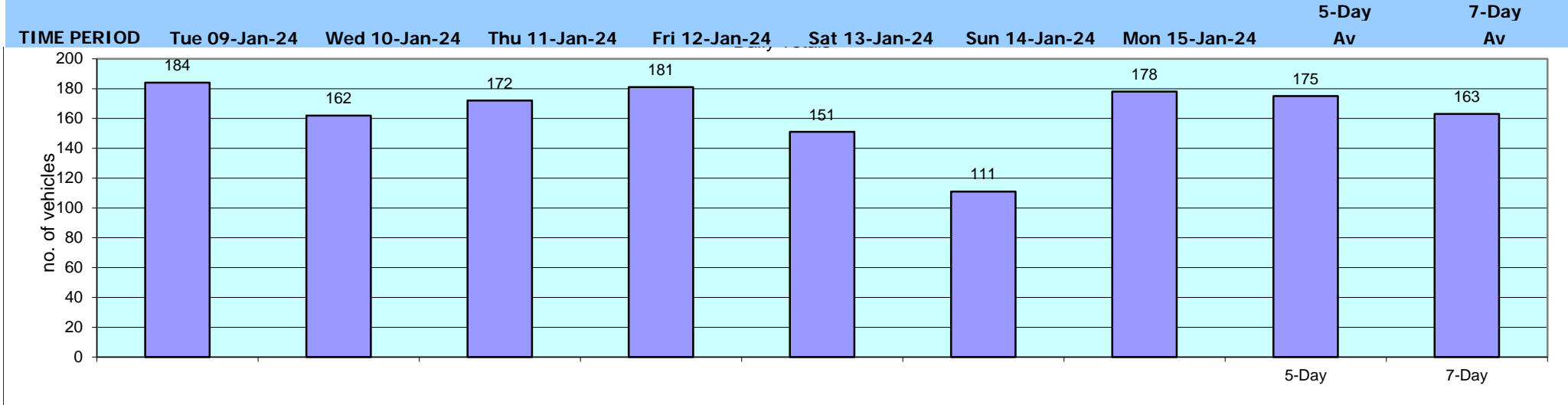



13000 CLIFTON CAMPVILLE Site No: 13000001 Location Chestnut Lane, Clifton Campville ( T/P #25)  
 Channel: Southbound

TIME PERIOD	Tue 09-Jan-24	Wed 10-Jan-24	Thu 11-Jan-24	Fri 12-Jan-24	Sat 13-Jan-24	Sun 14-Jan-24	Mon 15-Jan-24	5-Day Av	7-Day Av
Week Begin: 09-Jan-24									
00:00	0	0	1	0	1	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	1	1	0	0	1
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04:00	1	0	1	0	0	0	2	1	1
05:00	0	1	0	1	0	0	0	0	0
06:00	8	5	4	4	1	0	6	5	4
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22:00	3	2	1	2	3	3	2	2	2
23:00	2	1	1	2	3	1	2	2	2
<b>12H,7-19</b>	<b>150</b>	<b>144</b>	<b>144</b>	<b>154</b>	<b>132</b>	<b>101</b>	<b>155</b>	<b>149</b>	<b>140</b>
<b>16H,6-22</b>	<b>177</b>	<b>158</b>	<b>167</b>	<b>176</b>	<b>143</b>	<b>106</b>	<b>172</b>	<b>170</b>	<b>157</b>
<b>18H,6-24</b>	<b>182</b>	<b>161</b>	<b>169</b>	<b>180</b>	<b>149</b>	<b>110</b>	<b>176</b>	<b>174</b>	<b>161</b>
<b>24H,0-24</b>	<b>184</b>	<b>162</b>	<b>172</b>	<b>181</b>	<b>151</b>	<b>111</b>	<b>178</b>	<b>175</b>	<b>163</b>
<b>Am</b>	<b>11:00</b>	<b>10:00</b>	<b>08:00</b>	<b>11:00</b>	<b>10:00</b>	<b>10:00</b>	<b>08:00</b>		
<b>Peak</b>	<b>16</b>	<b>12</b>	<b>14</b>	<b>17</b>	<b>19</b>	<b>15</b>	<b>14</b>		
<b>Pm</b>	<b>16:00</b>	<b>13:00</b>	<b>16:00</b>	<b>16:00</b>	<b>14:00</b>	<b>12:00</b>	<b>13:00</b>		
<b>Peak</b>	<b>19</b>	<b>19</b>	<b>18</b>	<b>15</b>	<b>21</b>	<b>15</b>	<b>21</b>		

Daily Totals

13000 CLIFTON CAMPVILLE Site No: 13000001 Location Chestnut Lane, Clifton Campville ( T/P #25)  
 Channel: Southbound





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