

Our ref: 10109201/LC/001

Jemma Williams
The People's Hall
Studio 5,
2 Olaf Street
London
W11 4BE

5th April 2024

Dear Jemma

West Bradley House Planning Application – Access Review

We write further to our instruction to provide highways advice to support you and your client in relation to a planning application for the refurbishment and alterations to West Bradley House and associated site buildings along with the construction of new buildings. We have prepared this letter to provide our observations relating to the suitability of relocating the existing vehicular access along with consideration as to the suitability of the internal access drive.

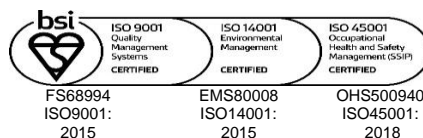
The site currently benefits from a site access onto the unnamed road that runs through West Bradley. This has been the long term access for the property with an online review confirming this has been the access since at least 2001. The current arrangements are such that a visibility splay of 2.4m x 17m can be achieved to the east of the access and 2.4m x 12.8m to the west, as confirmed in Drawing 10109201-PEF-XX-XX-DR-Y-000006 enclosed with this letter. The visibility splay to the east of the site access is compromised by the location of an existing building tight to the site access road and carriageway albeit a limited verge is located between the building edge and the carriageway edge. The visibility splay to the west of the access is compromised by the hedge forming the boundary of West Bradley Church.

The road from which access to the site is taken is subject to a 60mph speed limit, however, the alignment of the road, especially to the west of the site access, is such that typical vehicle speeds are expected to be substantially below the posted limit. The rural nature of the road also likely reduces the speed of vehicles in this location.

It is understood the wider site on which the house is located has been used historically for commercial purposes with a cider business (Orchard Pig) having operated from the site during the years 2005 - 2017. It is understood that at the peak period of the business approximately 12 vehicles a day entered and exited the site via the main access. This will have been supplemented by vehicles associated with the residential use. The access was also utilized by HGVs with up to 2 vehicles a day entering and exiting via this access. Additional HGVs utilized the gated track access available to the west on the bend of the road. The vehicles utilized were rigid HGVs, typically either 8m or 10m in length.

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Form ref: BF153/W

Historically there has also been a pick your own business which on weekends during September saw anything up to approximately 100 vehicles accessing the site, albeit we understand these vehicles utilized the track to the west of the main access. Based on the historic use of the site there has been considerably higher volumes of traffic utilizing the access than would occur with a residential only use and this is relevant when considering the proposals set out for the site.

As part of the alterations proposed on site a new access is proposed. The new access is to be introduced approximately 65m to the west of the existing access in the location of an existing gate. The existing access will be removed.

We have undertaken a design review of the new site access with this identified in our enclosed drawing 10109201-PEF-XX-XX-DR-Y-000006. As confirmed in the drawing the new access achieves a visibility splay of 2.4m x 25m to the west and 2.4m x 38m to the east. The relocation of the access lessens the restrictions that restrict the achievable visibility splay at the existing site access. The visibility splay to the west is improved by 12.2m and to the east is improved by 21m. In considering this improvement it is also important to note that the trip attraction of the residential use will be lower than the historic volume of traffic that used the site access.

To help inform the suitability of the proposed site access in the proposed location we have undertaken a review of the www.crashmap.co.uk database. This provides a record of road collisions reported to the police since 1999. Reviewing the full period for which data is available shows there has been only one incident recorded in vicinity of the site access with this occurring on the bend in the road west of the site access. Based on this collision record the existing access, even with the very low visibility to the west, does not indicate there to be any notable safety issues. Given a new access which improves visibility is to be introduced we do not consider there to be significant design or road safety concerns that should restrict the development of the new access.

Separately as part of our review we have undertaken an AutoTrack appraisal of a fire tender to confirm that such a vehicle is able to enter and exit the site in a forward gear. Drawing 10109201-PEF-XX-XX-DR-Y-000005 enclosed with this letter confirms how such a vehicle would enter and exit the site. It also shows the vehicle is able to travel along the internal drive and turn adjacent to West Bradley House before returning along the drive to exit the site. The design of the internal driveway is therefore considered adequate to accommodate such a vehicle.

In relation to the collection of waste, as this is a residential scheme, we would expect this to be retained as a kerb side collection with the property occupier placing bins close to the carriageway on the days waste collections are undertaken. There is therefore no need to consider how a waste collection vehicle would enter or exit the site in forward gear.

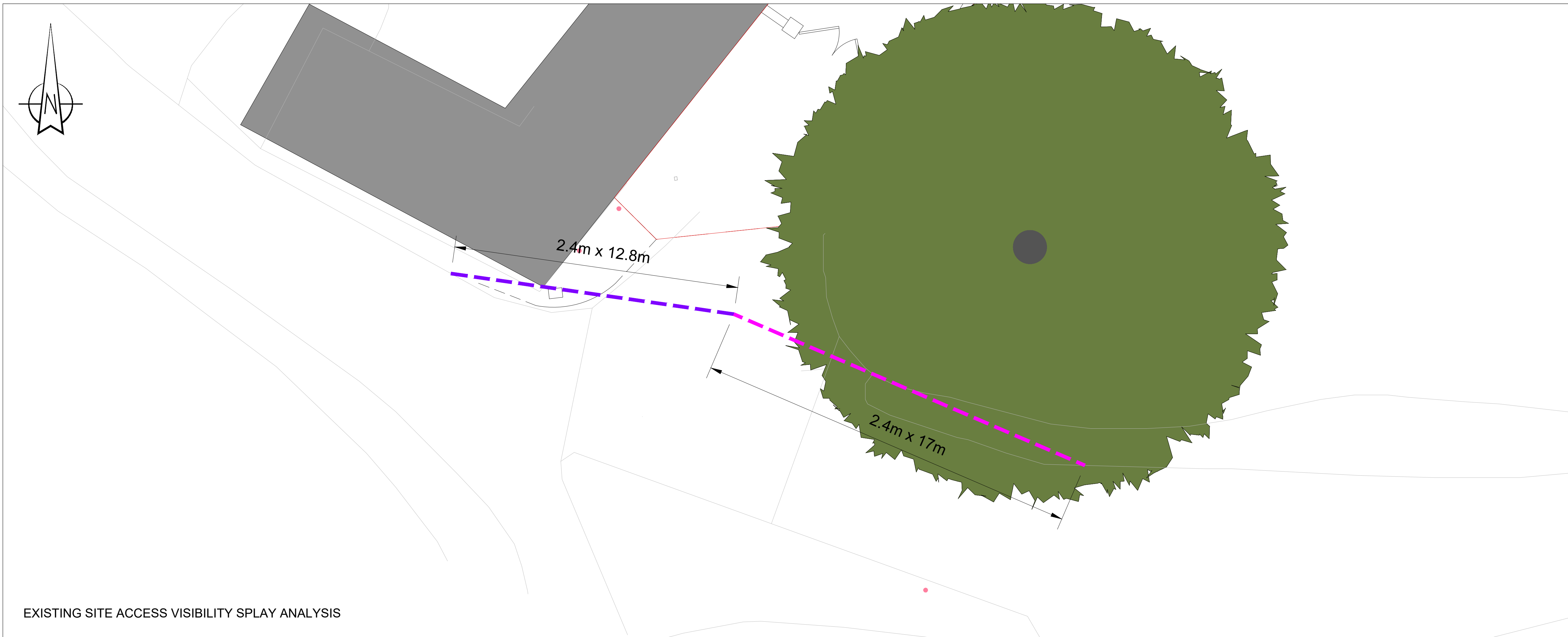
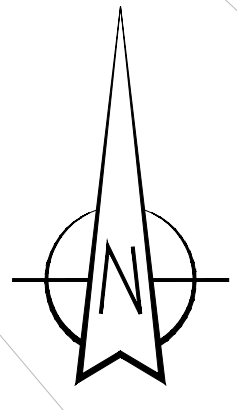
In summary, based on the evidence currently available, we consider the proposed access arrangement offers an improvement on the existing arrangement. Given this access is forecast to see less traffic use than has historically been the case for the existing sub-standard access we consider it offers an improved access arrangement for the property.

Yours sincerely
On behalf of **Pell Frischmann**



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enc.



EXISTING SITE ACCESS VISIBILITY SPLAY ANALYSIS



PROPOSED SITE ACCESS VISIBILITY SPLAY ANALYSIS

P01	FIRST ISSUE	PW	LC	LC	14.03.2024
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann
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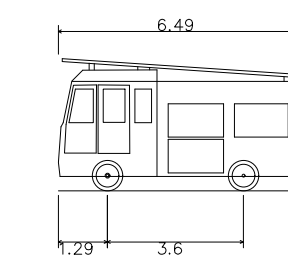
Client
TJ AND TORY STEYN

Project
WEST BRADLEY HOUSE

Drawing Title
**SITE ACCESS VISIBILITY
 SPLAY ANALYSIS
 COMPARRISON**

Drawn	Name	Date	Scale	1:100 @ A1
Designed	PW	MAR 2024	File No.	10109201-PEF-XX-XX-DR-Y-000006.dwg
Checked	LC	MAR 2024	Drawing Status	FOR INFORMATION
Approved	LC	MAR 2024		

Drawing No.	Revision
10109201-PEF-XX-XX-DR-Y-000006	P01



Dennis Rapier Fire Tender
 Overall Length 6.490m
 Overall Width 2.300m
 Overall Body Height 3.498m
 Min Body Ground Clearance 0.363m
 Track Width 2.300m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 6.095m

P02	UPDATED LAYOUT AND VEHICLE TRACKING	PW	LC	LC	15.03.2024
P01	FIRST ISSUE	EF	LC	LC	01.03.2024
REV	DESCRIPTION	DRN	CHK	APP	DATE

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Client
TJ AND TORY STEYN

Project
WEST BRADLEY HOUSE

Drawing Title
**OPTION 2 ACCESS ARRANGEMENT -
 SWEEP PATH ANALYSIS
 FIRE TENDER**

Drawn	Name	Date	Scale	1:100 @ A1
Designed	EF	MAR 2024	File No.	10109201-PEF-XX-XX-DR-Y-000005.dwg
Checked	LC	MAR 2024	Drawing Status	FOR INFORMATION
Approved	LC	MAR 2024	Drawing No.	10109201-PEF-XX-XX-DR-Y-000005
			Revision	P02