



From: Abigail Evans (HSP Consulting Engineers Ltd)
To: Stephen Boyne (North Yorkshire County Council Highways)
Date: 5th October 2018
Subject: **Technical Transport Note in Support of Planning Ref: 18/00662/MFUL**

Introduction

GraceMax Ltd submitted a planning application reference 18/00662/MFUL in June 2018. This was accompanied by a Travel Plan as well as other required planning documents. In September 2018, a response from North Yorkshire County Highways Development Control was received which concluded a recommendation to refuse the application on highways grounds, with regards to the poor accessibility of the site. To address the issues raised by North Yorkshire County Council (NYCC) Highways, consultation and a site meeting has taken place between HSP and NYCC Highways and this Transport Note is prepared and submitted as an addendum to the Travel Plan and to resolve the initial concerns raised on highway impact and safety.

In summary, the key concerns of NYCC Highways were the lack of accessibility of the site for pedestrians and connections to Wombledon Village.

The planning application is for the change of use of agricultural land off Moorfields Lane to 60 timber clad holiday units; within the village of Wombledon, North Yorkshire. The site has previously had planning permission accepted (ref: 17/00567/FUL) for 9 holiday units in 2017 and is proposed to take vehicle access from Common Lane via an existing priority T junction as recommended at the last application stage. The holiday lodges are for private sale which could be occupied by their owners or rented out for short- or long-term holiday lets. The development includes a reception and Warden Lodge which would be occupied all year round and include an amenity shop for users of the site. At least one car parking space per unit is proposed with additional parking space for visitors. Cycle parking, cycle hire and electrical vehicle charging points are included as set out by the original Travel Plan (the latter accompanies this Transport Note).

NYCC Highways Recommendations for Refusal:

On the 18th of September 2018, a response from North Yorkshire County Council Highways Development Control was received which recommended refusal to the proposed development for the following reason:

Reason 1: Roads Leading to the Site:

- “The Planning Authority considers that the roads leading to the site are by reason of their insufficient verge widths, poor condition and lack of footways considered unsuitable for the pedestrian activity to and from the nearest amenities in Wombledon village, which would be likely to be generated by this proposal with the consequence that such activity would resort to the use of the private motor car and go against the key objective of presumption in favour of sustainable development advocated in the National Planning Policy Framework.

In addition to the reason noted above, the response from NYCC raised minor concern to the visibility of the access off Common Lane. For indicative purposes, **Figure 1** illustrates the visibility of the proposed access from a 2.4 meter set back, to 1 metre into the carriageway; with it being estimated that the access has approximately 220 meters of clear visibility (to the east) and 240 meters of visibility (to the west). Both visibility splays are in excess of the required 215 meters for a 60mph road, as stipulated in Part 1 TD 9/93 of the Design Manual for Roads and Bridges.



Figure 1: Visibility of Access on Common Lane

New Footway Provision on Common Lane

Following an on-site visit with North Yorkshire County Council Highways, it is proposed to construct a hard-standing pedestrian footpath in sections along Common Lane; between the site and Wombledon village, where the existing verge is not suitable for comfortable walking. **Appendix I** includes an indicative drawing of the proposed pedestrian footway along Common Lane following an on-site inspection with HSP and NYCC Highways of the existing verge.

Sections of Common Lane have been excluded from occupying the planned pedestrian footway, as it was agreed amongst both HSP and NYCC that, in some areas, the grass verge is suitable to walk on for those travelling between Wombledon Village and the development. At the relevant areas of the road where pedestrians will be required to cross, it is proposed for the road surface to be painted to highlight and raise awareness to vehicles of pedestrians crossing on the highway. Furthermore, at the section of highway adjacent to the single-track farm access, pedestrians will be required to walk a short distance of approximately 10 meters due to the existing bridge present that spans over Hungerhill Drain.

The pedestrian footway is designed in accordance to the guidance received from NYCC Highways and will be 90cm in width with a setback of 20cm from the road to maintain the existing grass edge and rural nature of the road. In addition to the proposed pedestrian footpath, as part of S278 Works, it is also planned to repaint and implement additional 'SLOW' white line markings on Common Lane, and to repaint the yellow rumble strips as these are now faded and barely visible to oncoming vehicles.



On approach to Wombleton Village, at the northern end of the proposed footway (on the west side), pedestrians will be required to cross onto the proposed footpath (on the east side) via the highlighted road surface present. Once on the east side of Common Lane, Pedestrians will then walk along the proposed footpath present (until it drops to road level) and then will proceed to walk on the road for approximately 100 meters until they reach the suitable grass verges and pedestrian footways in the village of Wombleton. Note that, this section of road is subject to a 30mph speed limit; and therefore, the simultaneous passing of both vehicles and pedestrians is suitable to remain as existing as there are no existing road safety issues or accidents recorded.

The footway will slope down where it crosses existing accesses and where required to cross the road and pedestrians to walk across the existing hard surfaces. Where there is no existing formal drainage then there will be soakaway pipes installed under the footway to allow run off from the road into the existing ditch. Where necessary and alongside the path, the works will include creating a shall ditch for drainage and run off.

Two sections along Common Lane were identified as being used as passing or informal road widening. These sections that are approximately 10 metres in length will be made up to tarmac and constructed at road level to allow for pedestrians to walk across and if necessary (the road width is suitable without these) to allow for passing places or turning of agricultural vehicles into opposite field accesses.

The provision of a pedestrian footway along Common Lane will assist to mitigate against the number of two-way vehicle trips into and out of the site, as such a facility will offer a sustainable travel option for pedestrians to walk to and from Wombleton; as opposed to using a vehicle. The pedestrian footpath and suitable grass verges (for pedestrians to walk on) on Common Lane are planned to connect succinctly to the internal pedestrian footpaths within the development. The separated vehicle and pedestrian access points will assist to effectively limit the conflict between vehicles and pedestrians; and therefore, reduce the potential of a road safety accident from occurring within or on the local road network surrounding the site.

Sustainable Development and the National Planning Policy Framework (July 2018)

Reviewing the response received from NYCC Highways Development Control, it was concluded that the development proposal did not conform to the revised National Planning Policy Framework. The NPPF principally sets out the overriding planning policies for England and Wales and how these should be applied.

The principal objective of the National Planning Policy Framework is to achieve sustainable development. Sustainable Development, as defined by the NPPF, can be summarised as the following

“meeting the needs of the present without compromising the ability of future generations to meet their own needs”.

Achieving Sustainable Development overall encompasses the following objectives:

- a) *An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.*

The site can, overall, be deemed to achieve the above objective, by generating rural tourism in a low-populated rural village with limited service and amenities. The rural tourism generated by the development will assist to generate a 'competitive economy' by supporting the limited services and



facilities within Wombleton i.e. pub / restaurant / bus transport infrastructure; whilst also assisting to mitigate against vehicle trips by incorporating a comprehensive variety of on-site facilities. The proposed development will 'support growth, innovation and improved productivity', by expanding the residential community within Wombleton and including facilities which are in line with the principals of the National Planning Policy Framework and Sustainable development.

- b) A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support community's health, social and cultural wellbeing; and*

The site can, overall, be deemed to be achieving the social objective of sustainable development by expanding on the need for rural tourism and assisting to supplement the existing healthy community that is situated within Wombleton. The site has been designed accordingly to "foster a well designed and safe built environment, with accessible services and open spaces", including comprehensive on-site facilities and a safe pedestrian walking route. The provision of on-site hire electric bikes assists to support the community's health, social and wellbeing; whilst the site is strategically located to encourage site-users to walk to and from destinations, or make use of the leisure walking routes within Wombleton.

- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

The site can, overall, be deemed to be achieving the environmental objective of sustainable development, by incorporating a variety of facilities within the layout of the site to discourage the use of vehicle trips by site-users. The development is transitioning to a 'low-carbon' economy by providing low-carbon electric infrastructure including electric vehicle charging points and electric cycle hire which is in line with both local and national policy. Furthermore, the proposed pedestrian footpath adjacent to Common Lane, which will be explained in further detail below; will provide a safe refuge for pedestrians to walk from the site towards Wombleton Village; and therefore, will lessen the need for site-users to require a vehicle when travelling to Wombleton village. In addition to the on-site facilities, the site has been designed in such a way to allow for pedestrian permeability, with an internal footpath connecting onto the pedestrian route on Common Lane. For residents situated to the south on the development, it is planned for there to be an additional pedestrian footpath that leads onto the low-trafficked highway of Moorfields Lane. Pedestrians can subsequently walk on the road or alternative the grass verge (when appropriate) towards the proposed walking route into Wombleton village. It is to be noted that the site is 'helping to improve biodiversity', by planting additional vegetation to complement the existing, with significant greenspace bounding the holiday units up to the perimeter of the site boundary.

With regards to the nature of the development proposal, the following, as adopted from Paragraph 110 of the NPPF holds explicit relevance:

- a) give priority first to pedestrian and cycle movements, both within the schemes 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 public transport services, and appropriate facilities that encourage public transport use.*

The development proposal can be seen as 'giving priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas' by incorporating a design layout which facilitates permeable access for both pedestrians and cyclists. The site is to occupy a total of two off-road internal pedestrian footpaths that connect onto Hungerhill Lane, which will therefore limit the potential for conflict between vehicles and pedestrians when taking access into and out of the site. In addition to this, the



internal road network will support pedestrian movement, by enabling pedestrians to walk both on the road and also on the soft landscaping which will connect succinctly to the internal pedestrian footpaths; connecting the site to Moorfields Lane. Further to this, the provision of electric bikes on-site for residents to hire will encourage site-users to opt to cycle to and from destinations, as a suitable alternative to the use of a vehicle. Travelling between the site to Wombleton Village by bike is approximately 0.5 miles, and should take the average cyclist 2 minutes on Common Lane.

- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

The development proposal can be seen to 'address the needs of people with disabilities and reduced mobility' by providing an on-site shop which will hold essential goods. This will reduce the need for site-users, and in particular those with 'reduced mobility' to travel further afar to the nearest convenience stores in Beadlam and Kirkbymoorside. Furthermore, as part of the design of the site, the vehicle parking spaces are situated in proximity to the holiday lodge units; and therefore this will lessen the distance for residents who have disabilities or reduced mobility to walk to and from the holiday lodge unit from their vehicle. The site is proposed to occupy two internal pedestrian footpaths; to allow for permeable movement onto Moorfields Lane by all site-users.

- 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;*

The development intends to 'minimise the scope for conflicts between pedestrians, cyclists and vehicles' by discouraging the number of site-users travelling by vehicle, once arriving on site. The Travel Plan encompasses a variety of specific objectives, targets and measures for the site to achieve; which are to be accomplished and reviewed on an annual basis. The development can also be seen to 'respond to local character and design standard' by retaining significant vegetation (within the site boundary) and also by planting new vegetation within the site; to complement that of existing.

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

The site is designed to allow for the efficient servicing and manoeuvring of refuse and delivery vehicles. The site has a designated bin store, with refuse vehicles using the internal road network to enter and exit the site in forward gear. The internal road network is to be subject to a low speed limit, to lessen the potential of a road safety accident from occurring within the site.

- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

As part of the design of the site, the development is to include electric plug in charging infrastructure for vehicles, in addition to electric bike hire for site-users. The electric vehicle charging points and bike facilities are to be situated in an accessible location for all site-users.

Development Proposals

As referenced in detail within the Travel Plan, below is a summary of the variety of on-site measures and facilities; which together will encourage sustainable activity and mitigate against the number of two-way vehicle trips on the development.

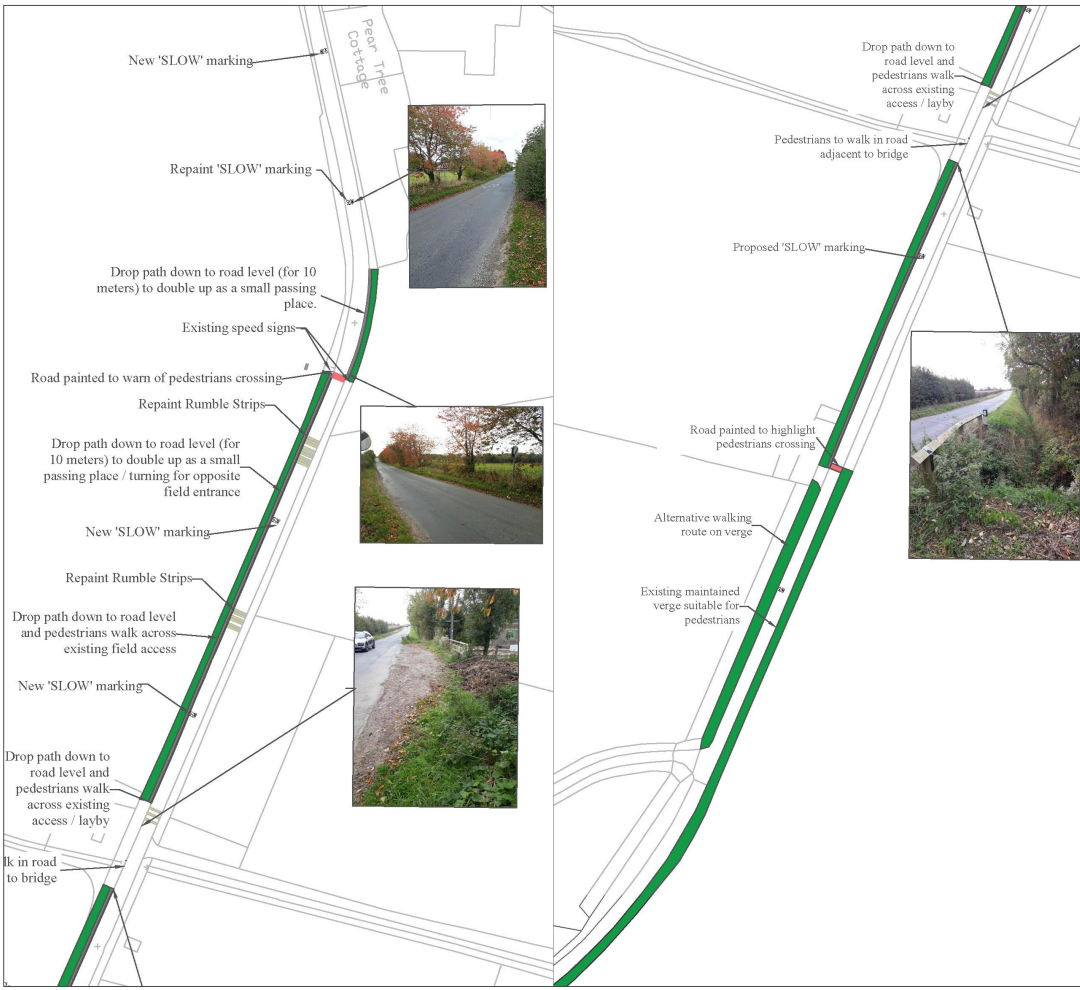
- Low Voltage (Long Stay) Electric Vehicle Charging Points are to be provided on-site at a ratio of 1 Electric vehicle charging point for every 10 car parking spaces. This provision conforms to the NPPF and will encourage holiday-makers who have an electric vehicle to visit and stay at the site. Furthermore, such a provision will also benefit the wider community, as will encourage residents in



Wombledon village to purchase an electric vehicle, as an alternative to petrol / diesel fuelled vehicles. In support of the provision of electric vehicle parking, it is estimated that, by 2020, there will be more than one million electric vehicles on the UK Road, and therefore will require approximately 100,000 charging points. As existing, there are only 16,500; and therefore the provision provided will contribute to this statistic and effectively encourage the use of Electric Vehicles on-site and within the wider community of Wombledon.

- Initially, two electric bikes and helmets are to be made available for residents to rent. The provision of on-site bikes and helmets will enable residents to cycle in the local area and also travel to Wombledon, via Common Lane, quickly and efficiently. Although Common Lane is subject to a 60mph speed limit, the proposed traffic calming measures will assist to significantly decrease this speed and create a pedestrian friendly environment. Within Wombledon, itself, there are a variety of off-road footpaths and cycle paths that site-users, whether on-foot or cycling, can utilise for leisure purposes.
- Telephone and Broadband services will be connected to the site so that each lodge can make use of online travel websites, journey planners and home delivery services. The provision of this infrastructure will allow residents to order goods remotely, and therefore will assist to effectively lessen the total number of two-way vehicle trips on-site. To encourage the use of online ordering, the marketing brochure, which residents will review prior and upon arrival, will detail how to effectively use the internet to purchase goods and obtain amenities which cannot be obtained on-site. However, to mitigate this, the on-site shop will hold frequent stock reviews, to ensure the site occupies the essential goods which residents and holiday makers require on a daily basis.
- Car Club Membership – In addition to advocating the use of car sharing on-site through methods such as an internal database and private Facebook group (for residents and holiday makers), the development will review the feasibility of a future car club being situated on site. The Easy Car Club is a social car sharing club which is available in Yorkshire. The Easy Car Club is ideal for the site, as there is an optional requirement on site for the vehicle to be dropped off at the holiday lodge park, so residents do not have to travel to the vehicle's location and therefore travel by unsustainable means of transport. There is also a possibility for residents to join the easy car club and share the rental cars between them to minimise overall vehicle trips on-site. This method would provide an economical incentive to residents, and also reduce the accumulated two-way trips on a daily basis. To encourage Easy Car Share, the information booklet (distributed to residents on arrival) will contain material on this service, and the on-site office will collate interest from residents / holiday makers to ensure future collaboration in using Easy Car Share.

Appendix I



GENERAL NOTES

1. Do not scale.
2. This drawing is to be read in conjunction with all other relevant drawings.
3. Should there be any discrepancy between details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval being given, it is entirely at his own risk.
5. All dimensions shown are in metres unless noted otherwise.
6. Drawing based on Webster Associates Drawing Ref: W-CL-1-F-Rev A.
7. Drawing background based on OS Mastermap License No. 0100031673

REV	BY	DATE	DETAILS	CHKD
			For Planning	

CLIENT
GraceMax Ltd

PROJECT
Wombleton Grange

TITLE
Pedestrian Improvements on Common Lane



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SCALE	SHEET SIZE A3	
NTS		

DATE	DRAWN	CHECKED
05/10/2018	UK	AE

PROJECT NO.	DRAWING NO.	REV
C2793	C2793_TSK001	



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REV	BY	DATE	DETAILS	CHKD
			For Planning	
STATUS				
CLIENT				
GraceMax Ltd				
PROJECT				
Wombleton Grange				
TITLE				
Site Layout And Pedestrian Routes				
				
<small>Lawrence House, 4 Meadowbank Way, Eastwood, Nottingham, NG16 3BB Tel: 01773 536252 www.hspconsulting.com</small>				
SCALE		SHEET SIZE		
N/T/S		A3		
DATE	DRAWN	CHECKED		
05/10/2016	LK	AE		
PROJECT NO.	DRAWING NO.	REV		
C2793	C2793_TSK002			