



Bellamy Transport
Consultancy

Proposed Residential Development

Land at Caundle Court

Bishop's Caundle

Sherborne

Dorset

DT9 5NA

Access Statement

Report for:

Mr R Seward

July 2018

Bellamy Transport Consultancy Ref:
BTC17114/R/01



Bellamy Transport Consultancy Limited

The Barn
Sherford Road
Taunton
Somerset
TA1 3RB

Tel: 01823 354338

Client: Mr R Seward

Project Title: Proposed Residential Development, Land at Caundle Court, Bishop's Caundle, Sherborne, Dorset, DT9 5NA

Document Title: Access Statement

BTC Ref: BTC17114/R/01

Date: July 2018

Status: Final

Document Record

<i>Issue</i>	<i>Status</i>	<i>Date</i>
1	Draft - for client approval	01.05.2018
2	Final - for submission to the LPA	06.07.2018

Bellamy Transport Consultancy Ltd has prepared this report in accordance with the instructions of the above named client for their sole and specific use. Bellamy Transport Consultancy Ltd does not extend responsibility to any third party for the whole or any part of the contents of this report. The investigation and reporting has been undertaken with all reasonable care, skill and due diligence. No part of this publication may be reproduced by any means without the permission of Bellamy Transport Consultancy Ltd.

Copyright © 2018 Bellamy Transport Consultancy Limited - This Report is the copyright of Bellamy Transport Consultancy Limited. Any unauthorised reproduction or usage by any person other than the addressee/client is strictly prohibited.



1.0 Introduction

- 1.1 Bellamy Transport Consultancy Ltd has been commissioned by the applicant, Mr Seward, to prepare an **Access Statement** in support of a planning application that seeks Full permission for the erection of a residential dwelling on land to the south of Caundle Court, Bishop's Caundle, near Sherborne, Dorset.
- 1.2 The purpose of this Access Statement is to report upon the main transportation and highways matters that are considered relevant in this case; namely, sustainability (accessibility and connectivity), traffic impact, the standard and suitability of the approach road network, the proposed means of access, on-site parking and turning provision, delivery/service/emergency vehicle access and arrangements, and demonstrating compliance with national and local transport policies and with Government guidance.
- 1.3 This report has been prepared to provide the necessary information for the local planning authority (West Dorset District Council (WDDC)) and the local highway authority (Dorset County Council (DCC)) to consider the transportation, highway safety and access merits of the scheme.

2.0 Site Location

- 2.1 The application site is located towards the western fringe of Bishop's Caundle; a village within the West Dorset district of the county, approximately 10km to the south-east of Sherborne. The parish of Bishop's Caundle has a resident population of just under 400.
- 2.2 The site is bounded by a public highway (the A3030) to the south, by a petrol filling station/garage to the east, by the curtilage of Caundle Court (owned by the applicant) to the north, and by a telephone exchange to the west.
- 2.3 The location of the site in relation to the village and local highway network is shown in **Figure 1** below.

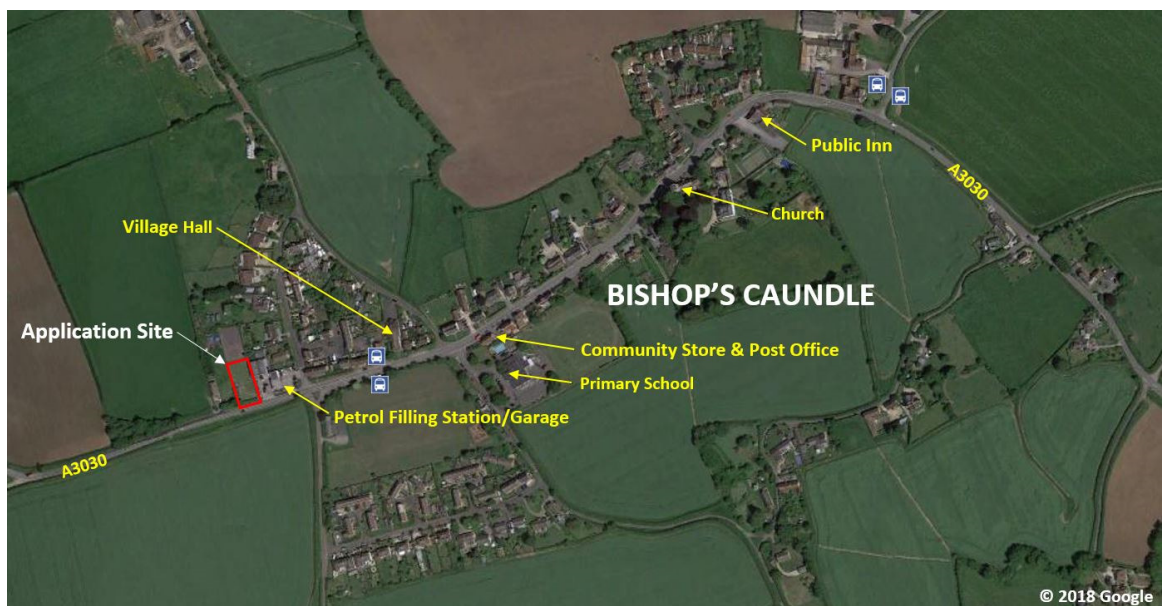


Figure 1: Site Location Plan



3.0 Sustainability (Accessibility and Connectivity)

- 3.1 The National Planning Policy Framework (NPPF) sets out the government's planning policy. Overall, the policy makes a presumption in favour of sustainable development with there being three dimensions to sustainable development; economic, social and environmental. Issues relating to the promotion of, and use of sustainable transport mainly fall within the environmental dimension, but transport also performs an economic and social (inclusion) role.
- 3.2 *Manual for Streets* (2007) states in paragraph 4.4.1 that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 - Transport (2001, amended in 2011) stated that walking offers the greatest potential to replace short car trips, particularly for journeys under 2km. In addition, PPG13 stated that cycling has the potential for substituting short car trips, particularly those under 5km.
- 3.3 Whilst PPG13 has been superseded by the NPPF (2012), the NPPF contains no guidance on walking or cycling distances. The Chartered Institution of Highways and Transportation (CIHT) has published guidance entitled *Planning for Walking* (2015) and *Planning for Cycling* (2014). *Planning for Walking* makes reference to the aforementioned *Manual for Streets* 'walkable neighbourhoods' distance, and it is considered that reference to the PPG13 distances is still appropriate for both walking and cycling.

Local Services, Facilities & Amenities

- 3.4 There are a number of local services, facilities and amenities in Bishop's Caundle as indicated in **Figure 1**. The distances to the main services and facilities from the application site and provided as walking and cycling times are set out in **Table 1**.

Table 1: Local Services, Facilities and Amenities

<i>Services/Facilities/Amenities</i>	<i>Approximate distance from site</i>	<i>Approximate journey time on foot⁽¹⁾</i>	<i>Approximate journey time by bicycle⁽²⁾</i>
Petrol Station/Garage with Shop: A3030	40m	½ minute	-
Bus Stops: A3030	130m	1½ minutes	-
Village Hall: Holt Lane	170m	2 minutes	½ minute
Community Store & Post Office: A3030	250m	3 minutes	1 minute
School: All Saints CE VC Primary School – Giles Lane	280m	3½ minutes	1 minute
Church: St Peter & St Paul – A3030	500m	6½ minutes	1½ minutes
Public Inn: The White Hart Inn – A3030	600m	7½ minutes	2 minutes

¹ Based on walking speed of 80m/minute, taken from 'Providing for Journeys on Foot', IHT

² Based on cycling speed of 320m/minute (19.2kph), taken from Cycling England Design Guide



Walking & Cycling

- 3.5 **Walking** - There are footways within the village and there is a wide grass verge across the frontage of the petrol filling station/garage along the A3030 for the short distance between the application site entrance and the nearest footway at the junction of Holt Lane with the A3030. The two access points into the garage across the verge are properly consolidated and surfaced. All the local services and facilities within the village are within the 800m comfortable walking distance set out in the *Manual for Streets* guidance.
- 3.6 **Cycling** - Reference is made to paragraph 6.4.1 of *Manual for Streets* which states that 'cyclists should generally be accommodated on the carriageway.' The distances set out in **Table 1** above are very significantly within the 5km distance that PPG13 indicated has the potential for cycling to replace short car trips.

Public Transport

- 3.7 **Bus** - Bus service X10 operated by South West Coaches connects Yeovil to Blandford via Bishops Caundle, Sherborne and numerous other villages. As indicated in **Table 1**, the nearest bus stops to the application site located just along the A3030 to the east of the site are well within a comfortable walking distance.

Summary

- 3.8 It is concluded that the application site is located where there are opportunities for residents of the proposed dwelling to travel using sustainable modes of transport. Therefore, it is considered that the proposal would represent a sustainable form of development in reference to the NPPF, and that a presumption in favour of the scheme should apply.

4.0 Traffic Impact

- 4.1 The Trip Rate Information Computer System (TRICS) database indicates that housing in locations such as this typically have a trip rate of around 0.600 of a trip per dwelling in the peak hours and generate around six vehicle movements throughout the day – generally three departures and three arrivals. Therefore, the proposed development is likely to generate no more than one vehicle movement ($1 \times 0.600 = 0.600$) in the AM (0800-0900) and PM (1700-1800) peak hours.
- 4.2 When referring to the NPPF (paragraph 32) - see **Section 10.0 - Transport Policy** - of this report, in light of the predicted traffic generation, the residual cumulative impact of the development would not, in any way, be severe.

5.0 Approach Road Network

- 5.1 The A3030 public highway that runs past the site is aligned generally in a west to east direction through the village linking the A352 (to the west) to the A357 (to the east).
- 5.2 The carriageway measures 6.6m wide at the access to the site with a 2.5m-3m wide grass verge across the site frontage – see **Plates 1 and 2** – and from on-site observations it is relatively lightly-trafficked for an 'A' road.



Plate 1: Public highway looking east – site on left



Plate 2: Public highway looking west – site on right

- 5.3 While the public highway across the site frontage is subject to the national speed limit, the village 30mph speed limit commences just 10m from the eastern end of the site.
- 5.4 Given the category of road and the width of the highway, it is considered that the local highway network is of a suitable standard to accommodate the additional traffic generated by the proposal.

Highway Safety

- 5.5 *CrashMap – Public Access to Road Safety Data* indicates that there have been no recorded personal injury collisions (PICs) in Bishop's Caundle within the last five-year review period 2013-2017; the normal time period to assess highway safety.
- 5.6 Taking into account the current use of the road network, the lack of any recorded personal injury incidents in the last five years suggests that the immediate surrounding road network has operated safely.
- 5.7 Therefore, provided the proposed access to serve the development is designed and constructed to the appropriate standards, there is no evidence to suggest that the formation of a new access and the use of the adjacent public highway would have any material effect on the safe operation of the access or road network, or result in any highway safety issues.

6.0 Means of Access

- 6.1 It is proposed to create a vehicular access from the A3030 to serve the development. The access has been designed in accordance with the standard 'Single Access' layout for an 'Access across a Verge' as set out in the DCC Transport Development Managements design guidance.
- 6.2 The access would be 3.5m wide with 3m radii. Entrance gates would be set back 5m from the carriageway edge. The access from the gates to the edge of the carriageway would be properly consolidated and surfaced (not loose stone or gravel) and drainage measures would be implemented to ensure that surface water does not discharge onto the public highway.



- 6.3 From measurements taken on site and taking into account the width of the highway verge across the site frontage, if the hedgerow is cut back to reveal the full width of the verge, it is possible to see for a distance of 150m in the westerly direction - see **Plate 3**. To the east, the village 30mph gateway sign partially obscures visibility but beyond this visibility is extensive - see **Plate 4**.



Plate 3: Visibility in the westerly direction



Plate 4: Visibility in the easterly direction

- 6.4 To assess visibility in the westerly direction, the appropriate visibility criteria is set out in *Manual for Streets 2* (MfS2). It is accepted that the guidance contained within *Manual for Streets* (MfS) is not appropriate as this largely applies where the speed limit is 30mph or below. Equally, however, the guidance in the *Design Manual for Roads & Bridges* (DMRB) is also not applicable as this applies to trunk roads – the A3030 is neither a trunk road nor an A or B road. Therefore, the MfS2 visibility criteria which bridges the gap between MfS and DMRB is entirely appropriate in this scenario. Accordingly, reference is made to the visibility graph in MfS2 (page 75 of that document) - see **Figure 2**. Where 150m of visibility is available (i.e. the absolute minimum recommended stopping sight distance – the red line in **Figure 2**), the corresponding vehicle speed is 59mph, more-or-less in line with the national speed limit, although in this case, eastbound vehicles would be decelerating on the approach to the village.



Figure 2: Manual for Streets 2 Visibility Graph with 150m SSD



- 6.5 It is therefore considered that the sightline in the westerly direction that can be made available is more than adequate.
- 6.6 In the easterly direction, the appropriate visibility criteria is set out in Table 7.1 of MfS – see **Figure 3** below. As westbound vehicles exiting the village are still within the village 30mph speed limit as they come into view of drivers emerging from the proposed access it is considered that a stopping sight distance of 43m would be appropriate.

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
Additional features will be needed to achieve low speeds												

Figure 3: Extract from *Manual for Streets* (visibility splay requirements)

- 6.7 Again, it is considered that the sightline in the easterly direction would be sufficient in this case.
- 6.8 Under paragraph 7.7.6 of MfS it states that *'An X distance of 2.4 m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye.'*
- 6.9 Accordingly, in light of the above assessment and relevant design guidance, visibility splays of 2.4m x 150m to the west and 2.4m x 43m to the east would be provided at the proposed access point, as shown on the **Proposed Site Plan** – drawing: **6744-01**, prepared by Paul Day Architectural Designs Ltd.

7.0 On-site Parking Provision

Parking Guidance

- 7.1 Guidance on parking standards for new residential development is provided within the Residential Car Parking Provision - Local Guidance for Dorset document, dated May 2011. This document provides guidance on the level of off-road car parking that should be provided for (a) developments of five dwellings or less, and for (b) developments of more than five dwellings.
- 7.2 Table 1 of the parking guidance sets out the parking provision for developments of five dwellings or less – see **Figure 4** overleaf.



Table 1: Parking provision for developments of 5 dwellings or less	
Number of Bedrooms	Parking Spaces
1	1
2	1 or 2
3	2
4	2 or 3
Visitor parking: 1 visitor space will normally be required for these proposals. (See paragraph 3.1.4)	

Figure 4: Extract from DCC Transport Development Management parking guidance

Proposed Parking Provision

- 7.3 It is proposed to erect a four-bedroom dwelling and therefore three car parking spaces would be provided in accordance with the above guidance. Cycle parking would take place within the curtilage of the property.
- 7.4 A turning head independent of the proposed car parking provision would allow a vehicle to turn on site avoiding the need to reverse from or onto the public highway.
- 7.5 Details of the proposed on-site parking and turning provision are shown on the **Proposed Site Plan**.

8.0 Delivery/Service/Emergency Vehicle Access

- 8.1 **Service and delivery vehicles** - Regular servicing, such as waste and recycling collection, would be undertaken in the same way as it is at present for other properties located along the A3030, via the roadside collection method. Waste and recycling would be transported by the residents to the carriageway edge on bin days. For infrequent deliveries these would also be made either by the vehicles entering the site (for small/light vans) or from the roadside (for larger vehicles) as with other properties located along this stretch of highway.
- 8.2 **Emergency vehicles** - For emergency vehicles (e.g. fire appliances) *Manual for Streets* states (in paragraph 6.7.2 of that document) that 'there should be vehicle access for a pump appliance within 45m of single family houses.' It would be possible to access the site via the access road for a fire appliance, as it is of sufficient width. However, in any event, it should also be noted that the *Manual for Streets* guidance states that 'residential sprinkler systems are highly regarded by the Fire and Rescue Service and their presence allows a longer response time to be used. A site layout which has been rejected on the grounds of accessibility for fire appliances may become acceptable if its buildings are equipped with these systems.'



9.0 Transport Policy

National Policy

9.1 The National Planning Policy Framework (NPPF), sets out the government's planning policy and its expectations in terms of the application of this policy framework. Paragraph 32 states that '*plans and decisions should take account of whether:*

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and,*
- *improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

9.2 **Reasons for Compliance:** Given the sustainable location of the site, there are realistic, reasonable and safe opportunities for residents of the proposed dwelling to use sustainable transport modes in this location. The current safety record suggests that the local highway network has operated safely. The proposed entrance to the development scheme, designed to full standard, would provide safe and suitable access for all people. Finally, the residual cumulative impacts of the development would not, in any way, be severe.

Dorset Local Transport Plan (2011-2026)

POLICY LTP F-2

9.3 *Requirements for Transport Assessments and Travel Plans will be applied through Local Development Documents for all planning applications for development that may have significant impacts on the transport network. These should consider potential impacts on all modes of transport, including walking and cycling, the safety of all users, and impacts on the environment (including CO2 emissions). Travel Plans should clearly set out measures to reduce single occupancy car use, management arrangements, and quantitative targets and monitoring.*

9.4 **Reasons for Compliance:** The development would not have a significant impact on the transport network and therefore the submission of this Access Statement, rather than a full Transport Assessment, setting out the main transport, traffic, highway safety and access issues is considered appropriate in this case. The location of the site and the scale of the development does not warrant the preparation of a Travel Plan.



West Dorset, Weymouth and Portland Local Plan (adopted 2015)

COM7. CREATING A SAFE AND EFFICIENT TRANSPORT NETWORK (CONTINUED)

- iv) Development will not be permitted unless it can be demonstrated that it would not have a severe detrimental effect on road safety, or measures can be introduced to reasonably mitigate potentially dangerous conditions.
- v) The delivery of a strategic cycle network and improvements to the public rights of way network will be supported. Development should not result in the severance or degradation of existing or proposed routes. Where development degrades the attractiveness of a route, compensatory enhancements will be sought such that there is a net improvement to the public right of way network. Where development proposals provide the opportunity to significantly improve links within the public rights of way network, an appropriate link through the development will be required.

9.5 **Reasons for Compliance:** This Access Statement has demonstrated that the development would not have a severe detrimental effect on road safety.

COM9. PARKING STANDARDS IN NEW DEVELOPMENT

- i) Parking should be provided in association with new residential development. The amount of car parking to be provided will be assessed under the methodology set out in the Bournemouth, Poole & Dorset Residential Car Parking Study (or its replacement), taking account of the following factors:
 - Levels of local accessibility;
 - Historic and forecast car ownership levels;
 - The size, type, tenure and location of the dwellings;
 - The appropriate mix of parking types (e.g. unallocated, on-street, visitor etc).
- ii) Cycle parking facilities should be provided where suitable private storage is not provided, at a ratio of one cycle space per 2 dwelling units.
- iii) Parking standards for non-residential development should be agreed through joint discussions between the local Highway Authority and the Local Planning Authority in accordance with published local parking guidelines.

9.6 **Reasons for Compliance:** The proposed parking provision is considered appropriate given the local accessibility, car ownership levels and the type of development scheme.



10.0 Summary and Conclusions

10.1 This Access Statement has been prepared to report upon the main transportation and highways issues associated with a planning application that seeks Full permission for the erection of a residential dwelling on land at Caundle Court, Bishop's Caundle, near Sherborne.

10.2 The following conclusions are made:

- The proposal represents a sustainable form of development in transport terms. The location of the site provides sustainable transport options to travel to and from the application site other than by the use of private vehicles, to access the services, facilities and amenities within Bishop's Caundle;
- The projected traffic generation derived from TRICS indicates that the traffic impact of the development scheme would be minimal, predicted to be no more than one vehicle movement during the AM and PM peak hours;
- The approach road network is considered acceptable to accommodate the low level of traffic that would be generated by the development proposal;
- The evidence from the recorded personal injury collision database indicates that the public highway serving the site and the formation of a new vehicular access to serve the development scheme would provide safe and suitable access for all people;
- The on-site parking provision would be in accordance with the standards set out in the relevant local parking guidance document; and,
- The arrangements for delivery, service and emergency vehicles have been fully considered.

10.3 In light of the evidence and arguments presented within this report, it is considered that there are no significant transportation, highway safety or access matters that should prevent the local planning authority from approving this planning application.