
Job name: Proposed Residential Development, Blisworth, Northamptonshire

Job No: S11075

Note No: S11075-NE-66-XX-RP-T-1003

Date: 09/07/2020

Subject: Response to Highway Comments

1. Introduction

- 1.1 Newell Edwards were appointed to prepare a Transport Statement and Travel Plan in support of a proposed residential development of up to 35 dwellings in Blisworth, Northamptonshire. The development will be served by one point of access from Station Road. The proposals have been submitted as part of an Outline Planning Application, with all matters reserved except access, to South Northamptonshire Council under application reference S/2020/0930/MAO.
- 1.2 The Local Planning Authority is South Northamptonshire Council and the Local Highway Authority is Northamptonshire County Council (NCC).
- 1.3 A response to the application was provided by the Local Highway Authority (LHA) on 29th June 2020. The LHA stated that they formally object to the development proposals. This Technical Note sets out Newell Edwards' response to each of the following comments raised by NCC. A copy of the LHA response dated 29th June 2020 is provided as **Appendix A**.

2. Response to Comments by Local Highway Authority

Comment 1

NCC Comment

The proposed development site is located at such a distance from the facilities within Blisworth village centre which would class this development as being proposed in an unsustainable location; most journeys to and from the site would likely be made by private motor vehicles; the pedestrian route out of the site and along Northampton Road is not conducive to pleasant, or safe walking, Northampton Road being subject to national speed limit for some distance until the existing village gateway signs are reached, parents with young children will not be happy to make such a long and difficult walk with small children.

The applicant was made fully aware of these matters during pre-application discussions, that position remains unchanged, as such the LHA must formally object to this development proposal.

Response

The TS has confirmed that the majority of Blisworth is within a 2km walking distance of the proposed development, with many facilities falling within a 1km radius. This includes a primary school, churches, public house, post office and village hall. The facilities are accessible via continuous footways from the proposed development.

A pedestrian access point onto Northampton Road will be provided in the south-east corner of the proposed development, which provides a much closer connection to Blisworth than if pedestrians were to use the vehicular access on Station Road. The length of the route between the pedestrian access point and the Northampton Road / High Street junction is approximately 275m. This is not considered to be excessively long or arduous for all pedestrians, including those with children. The footway widens towards the junction of Northampton Road / High Street and street lighting is also provided along this section of Northampton Road, which is conducive to a more suitable environment for pedestrian trips. A Travel Plan has been prepared which further encourages sustainable travel and aims to achieve a reduction on vehicle trips from the site.

The LHA response states that Northampton Road is subject to the national speed limit for some distance until the village gateway signs are reached, where the speed limit changes from 60mph to 30mph. The proposed pedestrian access point is located approximately 115m north of the gateway. Given that vehicles are likely to decelerate and accelerate in the vicinity of the gateway between the two speed limits, it is unlikely that all vehicles will be travelling at or above 60mph along the section of the pedestrian route that falls within the national speed limit.

An Outline Planning Application (S/2020/0223/MAO) has been submitted for on land immediately south of the proposed development. The proposals comprise the construction of up to 30 dwellings which will be served by one point of access from Northampton Road. The application is yet to be determined and has been considered independently to the development which is the subject of this Technical Note. However, the LHA has recommended that the 30mph speed limit along Northampton Road is extended a reasonable distance to the north of the proposed access for the S/2020/0223/MAO development. The access is located approximately 200m south of the pedestrian access point, which further reduces the likelihood of pedestrians walking adjacent to a road where vehicles are travelling at the national speed limit. Application S/2020/0223/MAO also proposes to widen the footway to the south of its access, which will benefit all pedestrians travelling along Northampton Road.

Comment 2

NCC Comment

The layout does not include a turning head which is required to enable refuse and large vehicles to enter and turn within the site. I have included the details of a 4-axel refuse vehicle for reference; tracking of this vehicle must be demonstrated on any subsequent plans.

Response

The proposed development has been submitted as part of an Outline Planning Application, with all matters reserved except access. On this basis, the application is seeking to agree the principle of the development and matters relating to the internal layout will be progressed as part of a future Reserved Matters Application. It is not considered necessary to provide a swept path analysis of the internal layout, as it is purely illustrative at this stage. A swept path analysis for a 4 axle vehicle has been provided for the proposed site access as part of the Transport Statement.

Comment 3**NCC Comment**

The carriageway within the development must be 5.5m in width with 2.0m footpaths on either side and to extend fully around the required turning head at the furthest extent of the site.

Response

The application with all matters reserved except access, therefore the masterplan layout is provided for illustrative purposes only. The above dimensions and requirements will be considered further as part of a Reserved Matters application when the internal layout is progressed. The access road has a width of 5.5m and footways are 2m wide.

Comment 4**NCC Comment**

With regards to the shared private driveways these are required to be of a minimum 4.4m in width, 5.5m between structures and need to be acceded by a vehicle crossover.

Response

The application with all matters reserved except access, therefore the masterplan layout is provided for illustrative purposes only. The above dimensions and requirements will be considered further as part of a Reserved Matters application when the internal layout is progressed.

Comment 5**NCC Comment**

No public footpaths are permitted to be taken over private driveways; they are private driveway for the use of those residents only.

Response

As stated previously, the masterplan layout is provided for illustrative purposes and will be

considered further as part of a Reserved Matters application. Public footpaths are not shown to be taken over private driveways within the illustrative masterplan.

Comment 6

NCC Comment

It is unclear how parking is intended to be allocated, the applicant must demonstrate this fully, also tandem parking is detailed in multiples of 5.5m.

Response

Matters associated with parking are to be addressed at the Reserved Matters stage of the application process. The quantity and layout of the parking spaces which are shown on the Masterplan are purely illustrative at this stage.

Comment 8

NCC Comment

Further single garages do not count as a parking space; a double garage is counted as one parking space only, with the remainder of the space counted as simply storage space.

Response

Matters associated with parking are to be addressed at the Reserved Matters stage of the application process. The layout of the parking spaces which are shown on the Masterplan are purely illustrative at this stage. Parking will be provided in accordance with policy at the time of the reserved matters application.

3. Summary

- 3.1 This Technical Note has been prepared in response to the Local Highway Authority comments for application S/2020/0930/MAO, which were issued by Northamptonshire County Council (NCC) on 29th June 2020. Further information is provided within the Technical Note which justifies the location of the proposed development and reiterates the site's accessibility for pedestrians.
- 3.2 With regards to the internal layout, the proposals form part of an Outline Planning Application to establish the principle of development and the proposed access. As a result, the internal layout is not for determination within this application and is indicative only. The matters concerning the internal layout which have been raised by the Local Highway Authority will be considered as part of a future Reserved Matters Application.

Document Issue Record

Technical Note No	Rev	Date	Prepared	Reviewed	Approved
S11075-NE-66-XX-RP-T-1003	-	08/07/2020	EL	SW	SW

List of Appendices

Appendix A – Local Highway Authority response, dated 29th June 2020

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Appendix A

Northamptonshire County Council Local Highway Authority Response (29/06/2020)

Town and Country Planning Act 1990 (As Amended) Local Highway Authority (LHA) Response

Application Reference	S/2020/0930/MAO		
LHA Reference			
Proposal	Outline planning application for up to 35 (maximum) residential dwellings including access with all other matters Reserved		
Location	Land South of Station Road Blisworth Northamptonshire NN7 3DN		
Date consulted	11/06/2020	Date sent	29/06/2020
Planning Officer	Samuel Dix		

The local highway authority LHA has reviewed the above application and has the following observations to make:

The proposed development site is located at such a distance from the facilities within Blisworth village centre which would class this development as being proposed in an unsustainable location; most journeys to and from the site would likely be made by private motor vehicles; the pedestrian route out of the site and along Northampton Road is not conducive to pleasant, or safe walking, Northampton Road being subject to national speed limit for some distance until the existing village gateway signs are reached, parents with young children will not be happy to make such a long and difficult walk with small children. The applicant was made fully aware of these matters during pre-application discussions, that position remains unchanged, as such the LHA must formally object to this development proposal.

With regards to the internal site layout the LHA has the following observations to make:

- The layout does not include a turning head which is required to enable refuse and large vehicles to enter and turn within the site. I have included the details of a 4 axel refuse vehicle for reference; tracking of this vehicle must be demonstrated on any subsequent plans.
- The carriageway within the development must be 5.5m in width with 2.0m footpaths on either side and to extend fully around the required turning head at the furthest extent of the site.
- With regards to the shared private driveways these are required to be of a minimum 4.4m in width, 5.5m between structures and need to be acceded by a vehicle crossover.
- No public footpaths are permitted to be taken over private driveways; they are private driveway for the use of those residents only.
- Detail regarding the number of bedrooms for each dwelling is required to ensure the parking allocation meets the required standards.
- It is unclear how parking is intended to be allocated, the applicant must demonstrate this fully, also tandem parking is detailed in multiples of 5.5m.
- Further single garages do not count as a parking space; a double garage is counted as one parking space only, with the remainder of the space counted as simply storage space

The views, observations, comments and recommendations contained in this response represent those of Northamptonshire Highways on behalf of Northamptonshire County Council as Local Highway Authority and in no other function or authority.

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Please find attached the following documents to be passed to the applicant:

- The details of the 4-axel reference vehicle to be used in all swept path analysis exercises;
- The Northamptonshire Parking Standards
- The Highway Layout Specification required for highway adoption

Public Rights of Way

The application site is not affected by a Public Right of Way.

Please Note that Planning Permission does not give or imply permission for adoption of new highway or to implement any works within the highway and / or a Public Right of Way.



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