

**PROPOSED DEVELOPMENT AT  
135 GUISBOROUGH ROAD,  
NUNTHORPE**

**APPRAISAL OF DEVELOPER'S  
AMENDED PROPOSALS**

**PLANNING REF: M/FP/0770/07/P**

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## PROPOSED DEVELOPMENT AT 135 GUISBOROUGH ROAD, NUNTHORPE

### APPRAISAL OF DEVELOPER'S AMENDED PROPOSALS

#### Introduction

On 27 April 2007, Signet Planning and SMC Developments submitted their plan to demolish Red Cottage at 135 Guisborough Road, Nunthorpe, and to construct a block of 33 residential flats in its place. As part of the consultation procedure, a report entitled "**Development Impact Appraisal – Amendment No. 1 – Planning Ref: M/FP/0770/07/P**" and dated 9 May 2007, (DIA), was submitted to Middlesbrough Council by resident(s) of Nunthorpe, objecting to the proposed development on the grounds of **highway and road safety issues**.

The 'Executive Summary of the DIA clearly sets out the reasons why the Developer's proposals were considered to be fundamentally flawed

It is understood that in response to various objections, including the details given in the DIA, the Developer was advised to resubmit his proposals in respect of the highway and road safety issues. This was duly done.

This report is an assessment of the Developer's amended proposals.

#### Amended Proposals

The limited information available on Middlesbrough Council's Planning Application web site, appears to indicate that the proposed amendments are identified **only** on document S-P15. There does not appear to be evidence of an accompanying statement which set out the proposed amendments and the justification for these proposals.

An assessment of S-P15 suggests that the basis for the amendments, is that the extent of the adopted highway, (provided by Middlesbrough Council), permits the Developer's proposed visibility splays to be achieved at the proposed access point.

#### Assessment of Amended Proposals

- The limits of the adopted highway are interpreted by the Developer from information provided by the Council and are transferred to a drawing of such a small scale, that its validity in respect of exact location and area covered is highly questionable. The submitted information cannot be relied upon in any reasonable assessment (see Sketch 1).
- S-P15 suggests that the visibility splays can be accommodated within the adopted highway. Notwithstanding the comments below, this would appear to be an extremely tenuous suggestion.
- S-P15 also shows that the Developer has amended the visibility splays proposed from those originally stated, having previously suggested the totally inappropriate design speed of 20mph.
- The design standards proposed for visibility splays are,  $x = 2.4\text{m}$  and  $y = 40\text{m}$  and  $55\text{m}$  for a 30mph speed and 36mph speed respectively.
- The Developer's amended visibility splay parameters are extracted from the inappropriate and sub-standard Manual for Streets (MfS), (see below), and are **incorrect**. The Developer has chosen the incorrect 'y' distance, in that they have ignored the MfS **recommended** y value which takes into account

the 'bonnet' length of the vehicle. MfS recommends  $y = 43\text{m}$  and  $59\text{m}$  respectively.

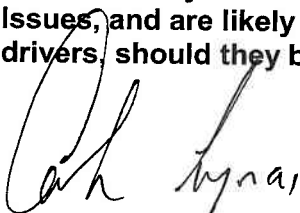
- The proposed amendments do not indicate what values can be achieved for visibility and so it must be presumed that the new layout will provide  $60\text{m}$  to the left and  $41\text{m}$  to the right, as per the original Transport Statement.
- Using these values, **the proposals fail to meet the requirements for both a 30mph and a 36mph design speed.**
- Notwithstanding the use by the Developer of incorrect visibility splay parameters, the DIA quite clearly shows that the **MfS is not an appropriate design standard** in this instance, for various reasons.
- The DIA demonstrates that the appropriate design standard in this instance is Middlesbrough Council's own 'Design Guide and Specification', This requires visibility distances of  $x = 9\text{m}$  and  $y = 90\text{m}$ . **The Developer's proposals fail to meet these standards.**
- In addition, Sketch 2 clearly shows the substantial land-take that will be required to accommodate these values. This includes significant areas of privately owned land, not in the control of the Developer and outside of adopted highway.
- The Developer's amendments attempt to address, **unsuccessfully**, only one of the many issues raised in the DIA. The Developer has **failed to address** the other **Road Safety and Highway** issues as detailed in the DIA.

#### Outstanding Issues To Be Considered

- As stated above, the Developer has **failed to address** the other **Road Safety and Highway** issues as detailed in the DIA. The proposals still remain **fundamentally flawed** for the following reasons:
- Their entire case is based on satisfying 2 basic requirements, namely the Safe Stopping Distance for vehicles travelling along Guisborough Road, and visibility sight lines at the proposed access to the development.
- The visibility sight lines have been discussed above.
- In respect of the Safe Stopping Distance, they refer to a desirable forward visibility design requirement of  $70\text{m}$  which they accept is not met at the existing entrance. The 'Design Manual for Roads and Bridges' and the Council's own 'Highway Design Standards for Residential Developments: Design Guide and Specification', both require a desirable minimum length of  $90\text{m}$ .  $70\text{m}$  is in fact the 'One Step Below Desirable Minimum'.
- The Transport Statement fails to address the issue of whether or not the Desirable Minimum Visibility is met by the new access. It is shown that not only is the required  $90\text{m}$  standard not met, but Wardell Armstrong's own value of  $70\text{m}$  is not met.
- **The Development Impact Assessment and this assessment clearly shows that appropriate visibility distances cannot be met in any circumstance.**

#### Conclusion

- **This assessment clearly shows that the Developer's proposed amendments fail to meet the required design standards.**
- **This Assessment, read in conjunction with the DIA, demonstrates that both the Developer's original proposals and the amendments, are fundamentally flawed in respect of Road Safety and Highway Design Issues, and are likely to jeopardise the Safety of pedestrians and drivers, should they be approved.**

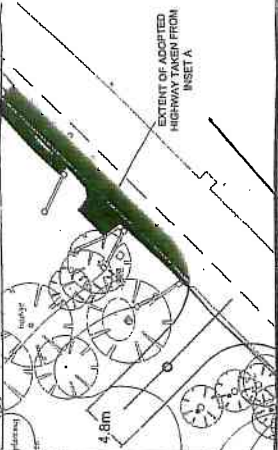


**Developer's Amended Proposals**

VISIBILITY DISPLAY X = 2.4m  
 DESIGN SPEED 30mph Y = 40m (see Note)  
 DESIGN SPEED 36mph Y = 55m (see Note)  
 PROPOSED DESIGN SPEED - NOT SPECIFIED  
 Y DISTANCE ACHIEVABLE - NOT SPECIFIED

Note: For MFS recommended 'y' distances see Table 2 below

DEVELOPER'S ORIGINAL PROPOSALS  
 X = 2.4m, Y distance ACHIEVABLE = 41m



**NOTES**

**1 Minimum Stopping Distances**

An assessment 'on site' and an assessment of Wardell Armstrong's proposals indicate that, although the proposed access has been amended, the forward visibility of vehicles turning into or out of the access, for drivers travelling from west to east, falls beneath the 70m distance advocated by Wardell Armstrong, (see sketch), and beneath the desirable minimum distance of 90m required by DMRB.

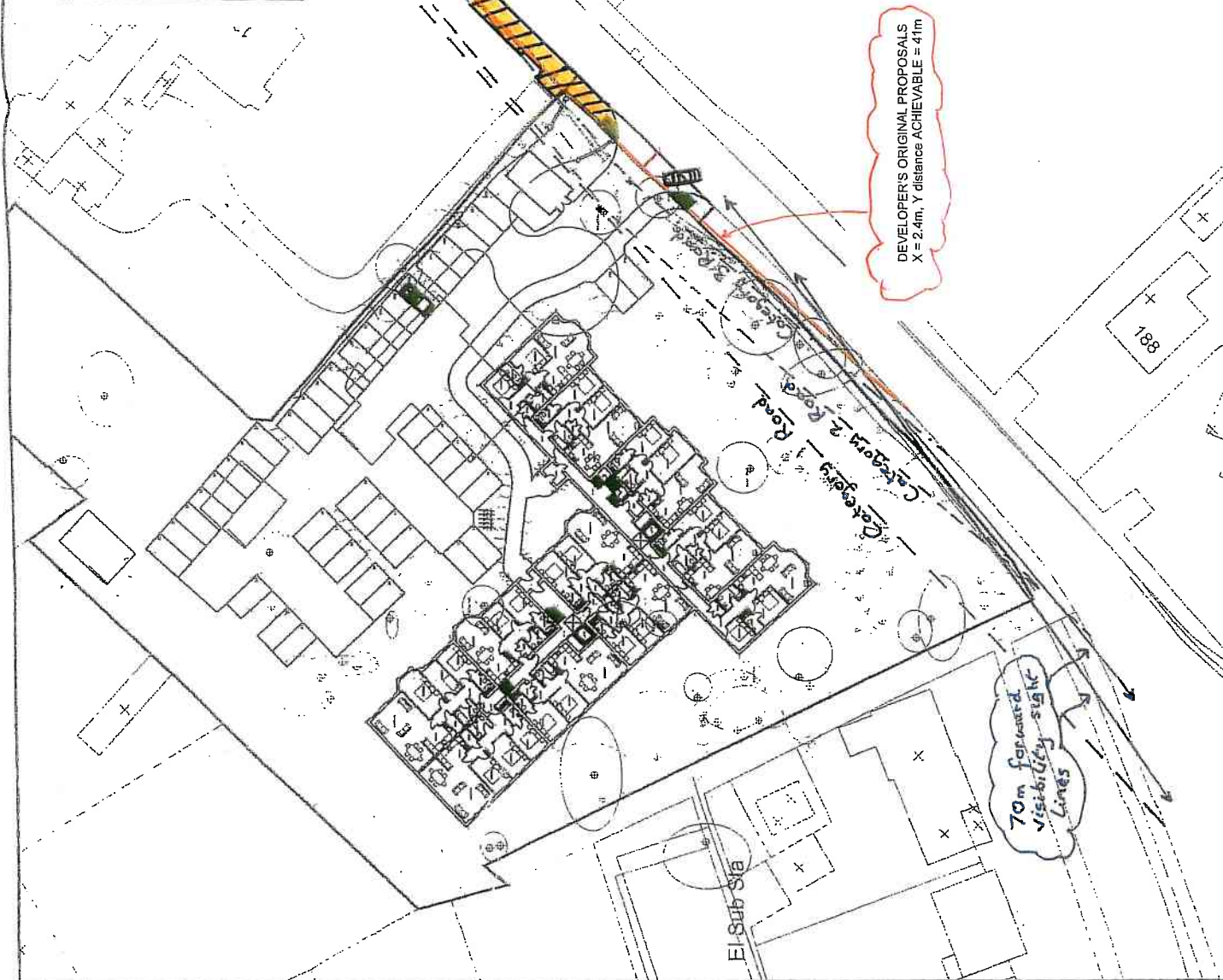
**2 Visibility Sight Line Requirements**

Road Category	x Distance	y Distance
Category 1 Road - Local Distributor	9 m	90 m
Category 2 Road - Primary Accesses	9 m	70 m
Category 3 Road - Secondary Accesses	4.5 m	45 m
Category 4 Road - Residential	4.5 m	33 m

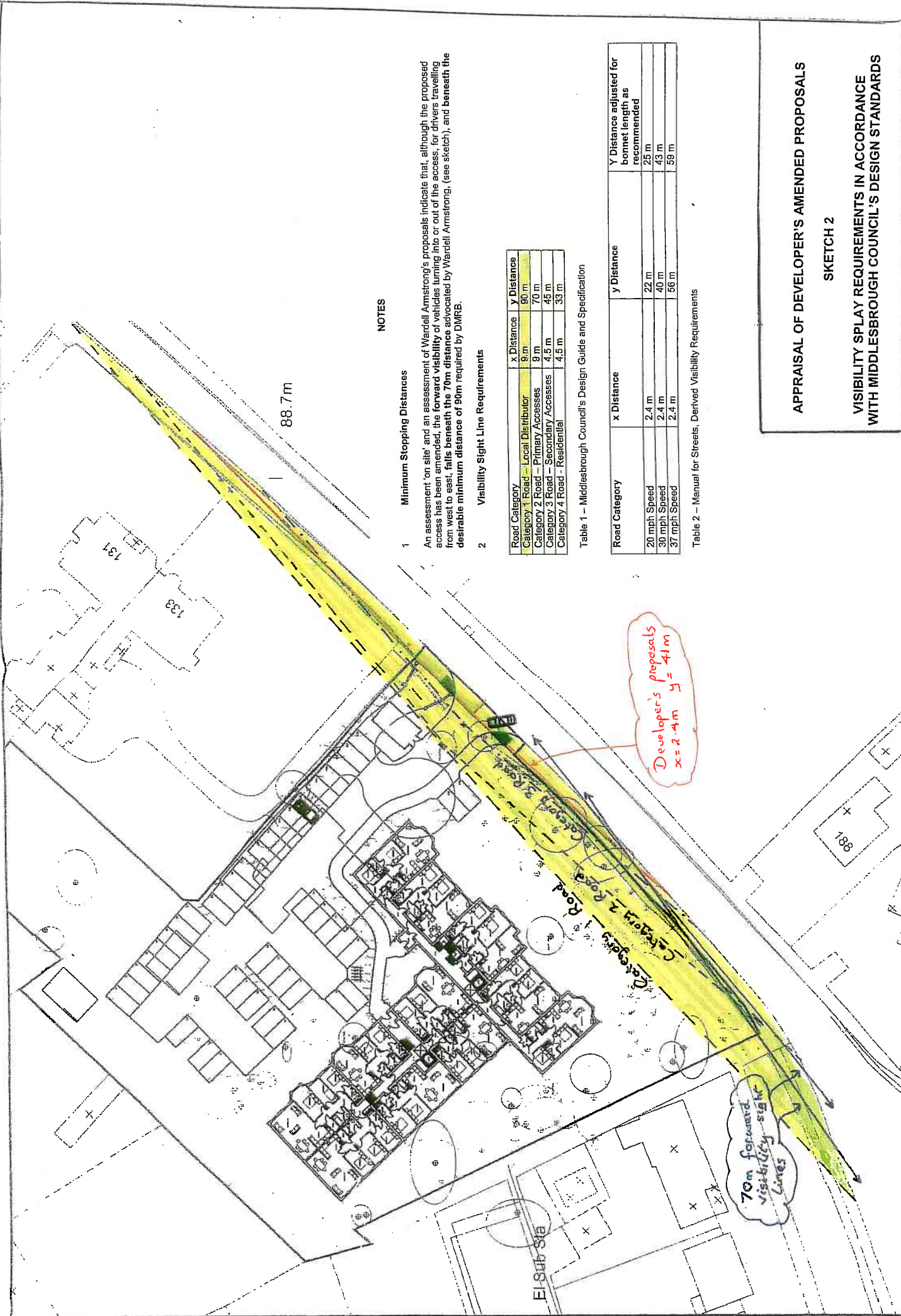
Table 1 - Middlesbrough Council's Design Guide and Specification

Road Category	x Distance	y Distance	Y Distance adjusted for bonnet length as recommended
20 mph Speed	2.4 m	22 m	25 m
30 mph Speed	2.4 m	40 m	43 m
37 mph Speed	2.4 m	56 m	59 m

Table 2 - Manual for Streets, Derived Visibility Requirements



**APPRAISAL OF DEVELOPER'S AMENDED PROPOSALS**  
 SKETCH 1  
 GEOMETRIC DESIGN PARAMETERS



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**SKETCH 2**

**VISIBILITY SPLAY REQUIREMENTS IN ACCORDANCE WITH MIDDLESBROUGH COUNCIL'S DESIGN STANDARDS**