

The Granary
Blisworth Hill Farm
Stoke Road
Blisworth
Northamptonshire
NN7 3DB



Development Plans Team
Milton Keynes Council
Civic Offices
1 Saxon Gate East
Central Milton Keynes
MK9 3EJ

Mobile: 07740 794 448
Direct dial: 01908 614 248
Email: jmp@sdforges.com
Our ref: JMP/3.246

15th January 2019

Dear Sirs

Representations on Hanslope Parish Neighbourhood Plan 2016-2031 – Submitted Plan

We are instructed on behalf of clients to submit representations on the Submitted Hanslope Parish Neighbourhood Plan (“the Plan”). Comments were previously submitted on 9th August 2018 in relation to the Pre-Submission Plan. The comments in relation to that document still stand.

We have considered the Plan and in particular Policy HAN2 (Housing Development Sites) against Test 2 of the Basic Conditions contained in the Localism Act 2011. Test 2 requires that *the Plan contributes to the achievement of sustainable development*.

HAN2 proposes residential development on five sites (Sites A-E). Of these sites all but Site D already benefit from at least outline planning consent. Site D is the only allocation that will potentially deliver any new housing (approximately 8 care bungalows) during the Plan period.

We have prepared the enclosed supporting Technical Note which considers the development potential of Site D. The site is narrow being approximately 17.1 metres wide and consequently *it would not be possible to develop the required number of units on the site as a result of its geographical constraints. The requisite infrastructure needed to service the site in a safe and efficient manner, and in line with current design guidance, would severely constraining the developable area to just a few units, potentially jeopardising viability.*

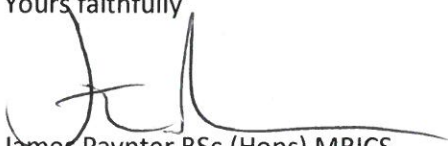
We have therefore reservations that Site D will come forward and coupled with the fact the other allocated benefit from at least outline planning consent it will mean that the Plan will do nothing to contribute to sustainable development during the Plan period and therefore likely to fail when considered against Test 2.

It is also not clear whether that the Plan contains allocations to meets its identified housing requirement.

As a consequence, the village should not benefit from the protection afforded to it by paragraph 14 of the National Planning Policy Framework by having a neighbourhood plan in place.

We trust that these comments are of assistance and will be considered together with our supporting Technical Note by the Examiner.

Yours faithfully



James Paynter BSc (Hons) MRICS
Director
for and on behalf of Sherwill Drake Forbes



Technical Note 01:

Transport Appraisal

Job Name: Williams Close, Hanslope

Job Ref: BR-572-0007

Date: 5th November 2018

INTRODUCTION

This Technical Note has been prepared by Calibro Consultants Limited on behalf of Simon Hill to provide an appraisal of the development potential to provide up to eight residential bungalows on a brownfield parcel of land located to the north of Williams Close, Hanslope.

The parcel of land is located at the northern end of Williams Close, in the north of the village of Hanslope, Milton Keynes. It currently comprises a row of 20 garages. The area along the frontage of the garages and which provides access to them comprises gravel surfacing. The site is shown in its local context in the figure below.

Figure 1 – Local Site Context



It is understood that the site is earmarked for the development of up to eight residential bungalows as part of the emerging neighbourhood plan.



MEANS OF ACCESS

The existing site has the benefit of vehicular access via a narrow, metalled surface road of 3.7-metres wide which is substandard for two-way traffic movements and would therefore normally need to be upgraded. However, review of the Local Authority online mapping system (refer below) suggests that the access road is unadopted and privately maintained, with adjoining properties in separate control. Consequently, there is limited potential to widen.

Figure 2 – Adopted Highway Extent



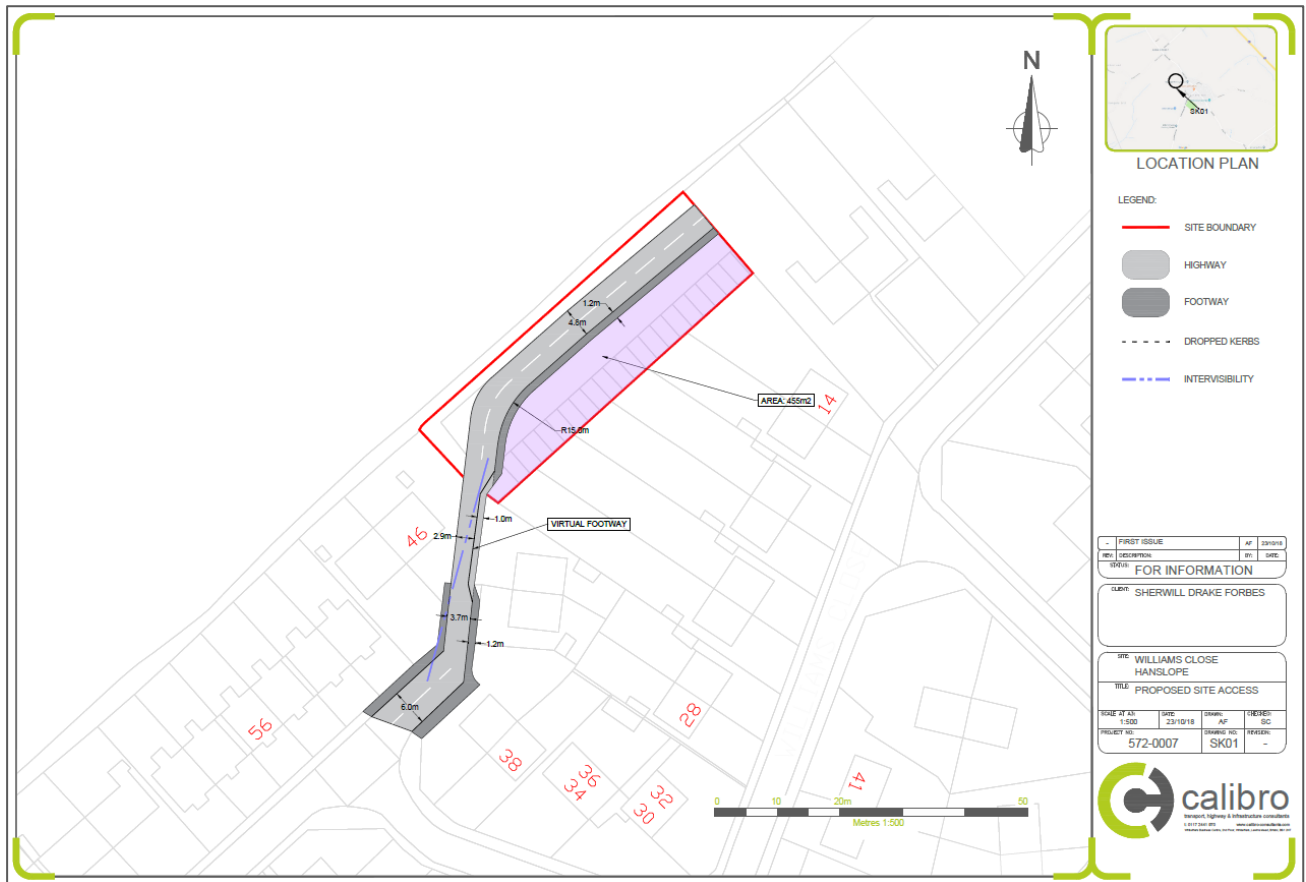
Notwithstanding, the fact that localised widening would be desirable, an alternative strategy of informal shuttle working through the narrow section with widening at either end to allow vehicles to wait and pass could be utilised in this location given the available indivisibility.

Allied with this, there would be a need to integrate with the surrounding pedestrian networks and in this respect, there would be a need to incorporate a “virtual footway” within the carriageway of the narrow section of the road to provide a delineated pedestrian walk-way which would also be overrun able for larger vehicles. The opportunity to provide a virtual footway is limited to circa 1-metre to ensure the safety of pedestrians. However, this remains unsuitable for two-way pedestrian traffic and the consequence could be to push pedestrians into the carriageway in conflict with vehicle traffic.

Taking these proposals together, the following access strategy could be utilised, which is shown in Figure 3 below, and included to scale at [Appendix A](#).



Figure 3 – Possible Site Access

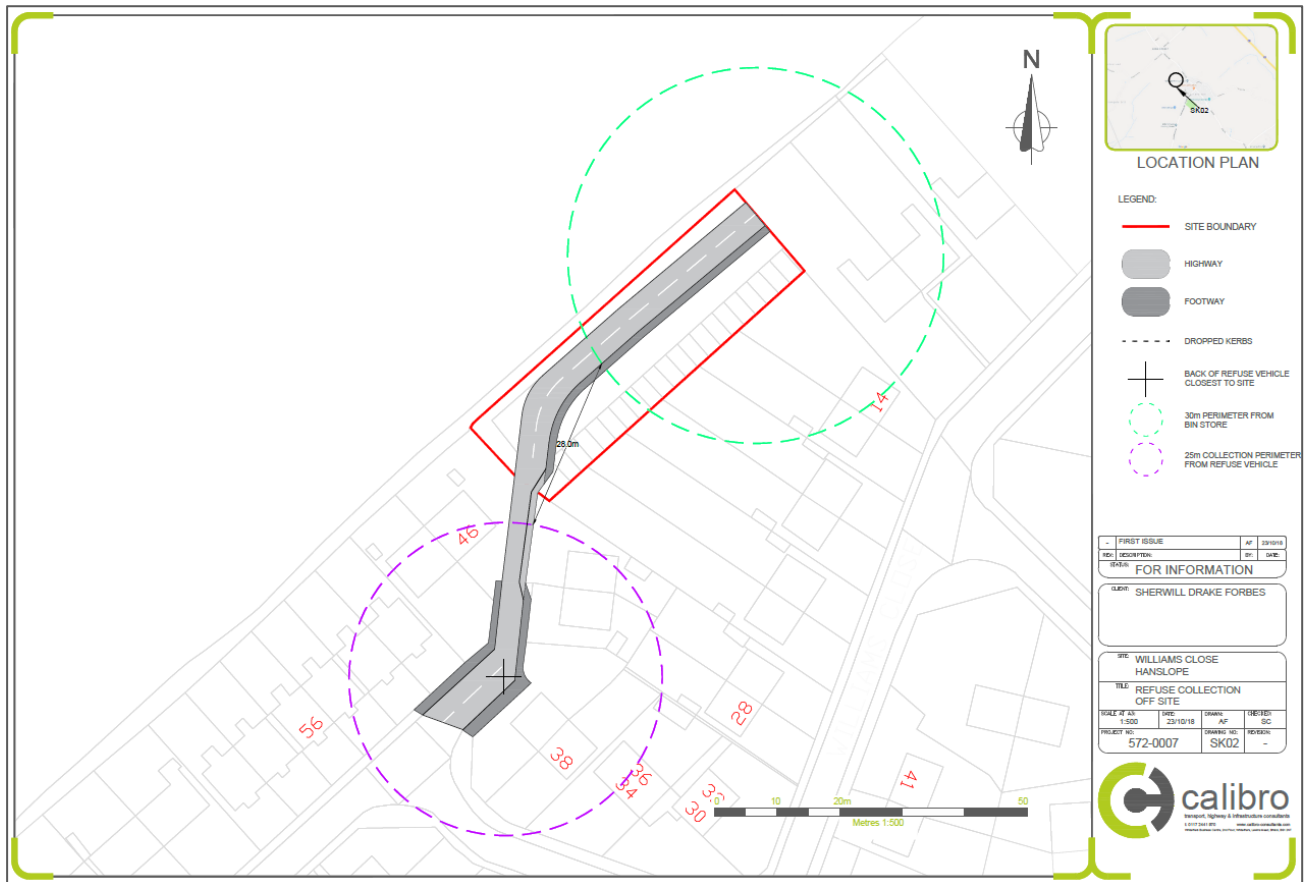


In addition to resident access, there is a need to provide a suitable refuse collection strategy. In this respect, Manual for Streets guidance suggests that residents should not have to carry waste more than 30-metres to a storage point and waste collection vehicles should be able to get to within 25-metres of the storage point.

An assessment of these distances has been undertaken from the limit of the adopted highway and the furthest point of the site, reflecting the potential location of the furthest dwelling. The results are shown in the figure below, which is included to scale at [Appendix B](#).



Figure 4 – Refuse Collection Viability

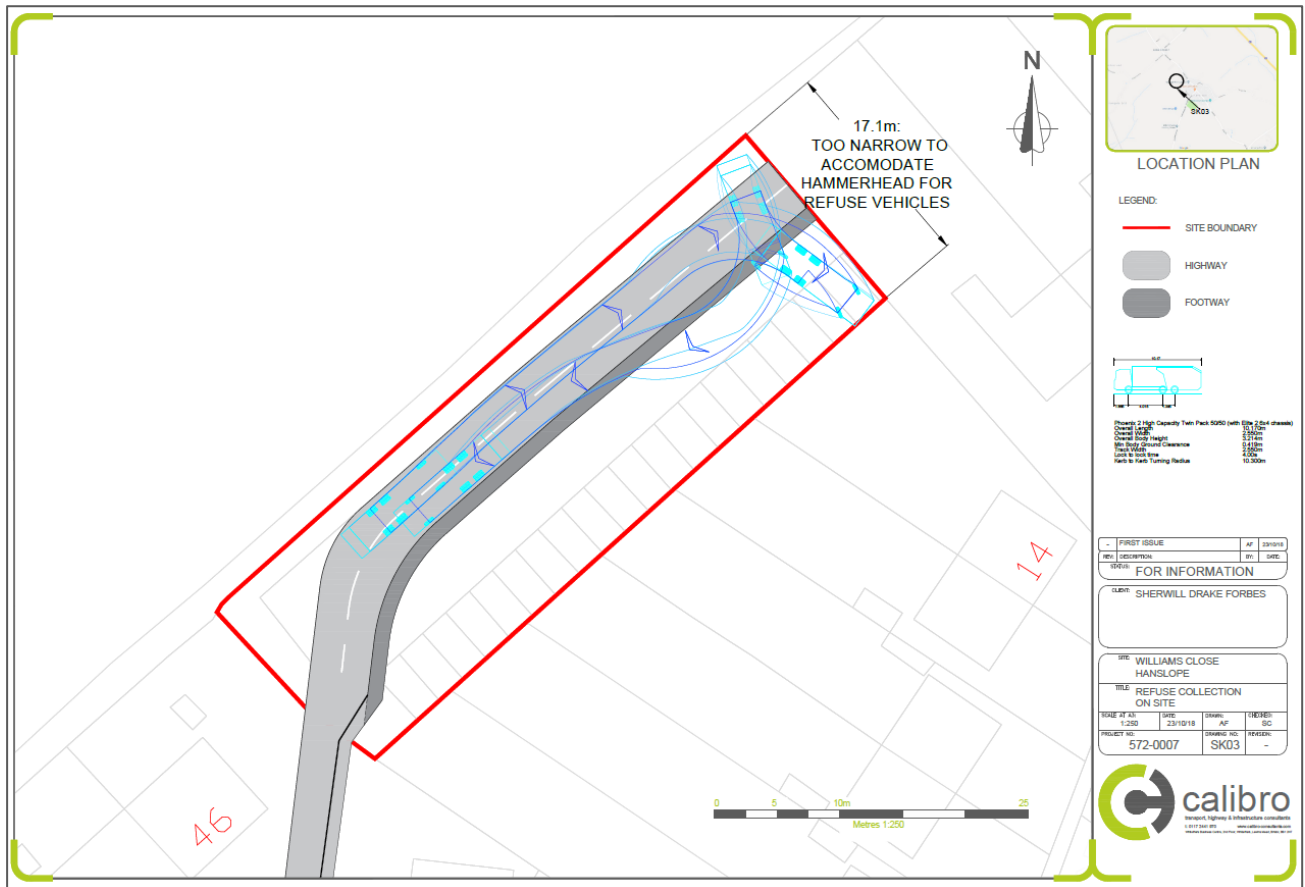


The above figure demonstrates that it would not be possible to provide a refuse storage point within appropriate distance of all of the bungalows and it would therefore be necessary for a refuse vehicle to enter the site to service the dwellings.

In order to facilitate an on-site refuse strategy, a turning-head would need to be provided within the site to accommodate the requisite turning manoeuvres. The figure below, which is included to scale at [Appendix C](#), shows the swept-path analysis of a refuse vehicle executing a turning manoeuvre within the site.



Figure 5 – Refuse Collection On-Site



The figure above demonstrates that the width of the site is too narrow to allow a refuse vehicle to turn within the site. Even if this manoeuvre could be accommodated within the site, the turning-head required to accommodate it would occupy a significant amount of space and further constrain the delivery of the development.

Conclusion

On the basis of the above, whilst it would be possible to deliver a safe access, current analysis suggests significant issues with accommodating refuse collection vehicles. Even were this to be overcome, the land-take required to accommodate suitable vehicular access would preclude development of the site for its intended quantum

RESIDUAL DEVELOPABLE AREA

The Department for Communities and Local Governments *Technical housing standards – nationally described spaces standard: March 2015* document stipulates that the minimum internal gross floor area (GIA) for a two-person, one-bedroom dwelling is 50m². This does not include any amenity space or space that would be taken up by walls etc.



Milton Keynes Council's *Parking Standards: Supplementary Planning Document January 2016*, suggests that for 1-bedroom residential dwellings in Zone 4, within which Hanslope is located, 1 car parking space per dwelling should be provided plus 0.33 unallocated spaces per dwelling. Application of these standards to the development would equate to a requirement for 11 car parking spaces. The guidance sets out that a standard car parking space should measure 5.0m x 2.5m.

On the basis of the above, each bungalow requires a minimum area of 62.5m². An additional 37.5m² would be required for the three unallocated car parking spaces.

Accounting for the access road and turning head area, the remaining developable land on the site is estimated to comprise around 300m². This area could accommodate 4 dwellings based on the above calculations. However, including the area required for space between dwellings etc, three dwellings is considered to be the achievable figure.

Local Highway Network

Williams Close is a residential cul-de-sac comprising number of spurs. There are footways provided on both sides of the carriageway and it is illuminated by streetlighting intermittently. There are no parking restrictions on Williams Close and aerial imagery indicates that on-street parking is prevalent.

The carriageway measures around 4.8-metres wide which is sufficient to allow a car to pass a large HGV type vehicle in line with Manual for Streets principles. However, widespread on-street parking enforces one-way working in places, as shown in the figures below.

Figure 6 – Existing On-Street Parking on Williams Close



It is also noted that some on-street parking on Williams Close occurs on bends and opposite junctions which could be detrimental to highway safety, particularly when it obstructs visibility on a bend approaching a one-way working section enforced by parking.

Williams Close connects to Long Street Road via a simple priority junction. The junction geometry and visibility appear to accord with guidance set out in MfS for the posted speed limit of 30mph.



Long Street Road is the main road which runs through Hanslope. Within the vicinity of the junction with Williams Close, its measures 5.5-metres wide which is sufficient to accommodate two-way HGV traffic in line with MfS principles.

The road is illuminated by street lighting to a modern standard and subject to a 30mph speed limit. Speed cushions are located to the north and south off the junction and a build out is located some 67-metres north of the junction in the southbound lane. This narrows the road to around 3-metres and forces southbound traffic to give way.

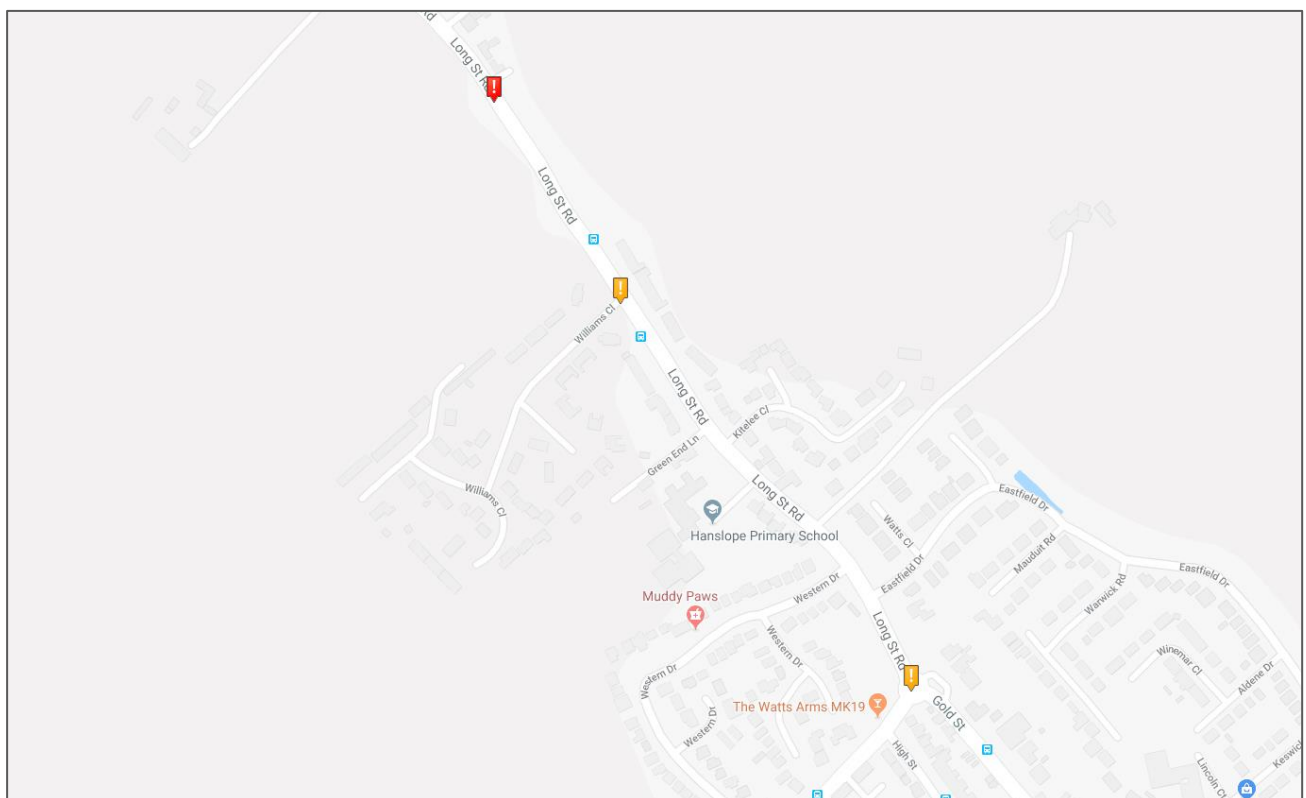
Taken together, the development would result in an intensification of traffic, which would worsen the risk. However, the development is of a scale where this would be immaterial.

Highway Safety Record

Road safety data has been obtained via the public database available at crashmap.co.uk for the most recent five-year period available: 2013 to 2017 inclusive. Within the vicinity of the site, no personal injury accidents (PIAs) have occurred during the most recent five-year period available. The study area comprises Williams Close and Long Street Road within the vicinity of the site, as illustrated on the figure below.

The data demonstrates that whilst an accident which involved three vehicles resulted in two seriously injured casualties, there is there are no accident clusters or hotspots within the study area during the most recent 5-year period.

Figure 7 – PIA Accident Data





Conclusion

Based on the above, the local highway is considered appropriate to accommodate residential development at the site in terms of its safety record and geometry. However, the on-street parking on Williams Close, which could be exacerbated by the development has the potential to be a safety issue.

SUSTAINABILITY

Footways are provided on both sides of Williams Close and the majority of the roads throughout the village of Hanslope. The footways are illuminated with street lighting at intermittent intervals and dropped kerbs are provided and some but not all crossing points.

There are no specific cycling facilities provided on the roads within Hanslope. However, the local roads appear to have sufficient geometry and low vehicle speeds so that informal cycling on the carriageway is possible without detriment to highway safety, as evidenced by the highway safety record discussed above. Indeed, Long Street Road within the vicinity of the site comprises a section of the National Cycle Route 6 which locally, connects Northampton to Milton Keynes.

The site is located some 350-metres from the nearest bus stops on Long Street Road which is within the maximum desirable distance of 400-metres identified by the Institute of Highways and Transportation (IHT). The stops are served by the 33 and 33A buses which provide hourly services between Milton Keynes and Northampton throughout the morning and afternoon.

Hanslope Primary School is located some 550-metres to the south of the site and can be accessed via contiguous footways. The centre of Hanslope is located between 900-1,000metres to the south of the site. The village centre comprises a Post Office/Convenience Store, café/newsagent, takeaway, public house, church and village hall.

Conclusion

Based on the above, residents of the future residents of the site could access a range of facilities and amenities which they may require on a daily basis via a range of non-car transport modes. As such, it is considered that the development site is sustainably located.



OVERARCHING CONCLUSION

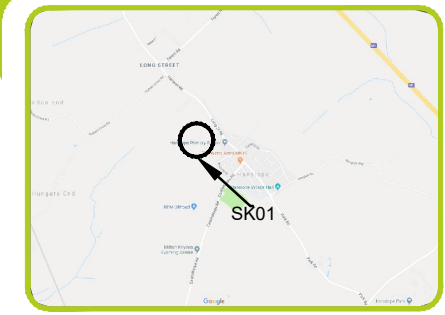
The above findings can be summarised as follows;

- Safe vehicular access to the site can be achieved via Williams Close. However, this would involve a one-way working section where vehicles would be required to give way and wait at either end. This would also leave insufficient space for eight residential dwellings to be developed;
- Pedestrian access to the site could be achieved via a “virtual footway”. However, this would not allow two-way pedestrian traffic;
- It would not be possible for a refuse vehicle to safely service the site as it is too long for a refuse storage point to be provided and too narrow for a vehicle to enter the site;
- Theoretically the local highway network appears appropriate to accommodate the development in terms geometry. However, on-street parking which occurs on Williams Close has the potential to cause safety issues;
- There is no adverse highway safety record on the roads within the vicinity of the site;
- The site is considered to be sustainably located and would offer future residents the opportunity to access facilities and amenities via a range of non-car modes.

In view of the above findings, it is concluded that whilst the site is well located to accommodate residential development, it would not be possible to develop the required number of units on the site as a result of its geographical constraints. The requisite infrastructure needed to service the site in a safe and efficient manner, and in line with current design guidance, would severely constraining the developable area to just a few units, potentially jeopardising viability.








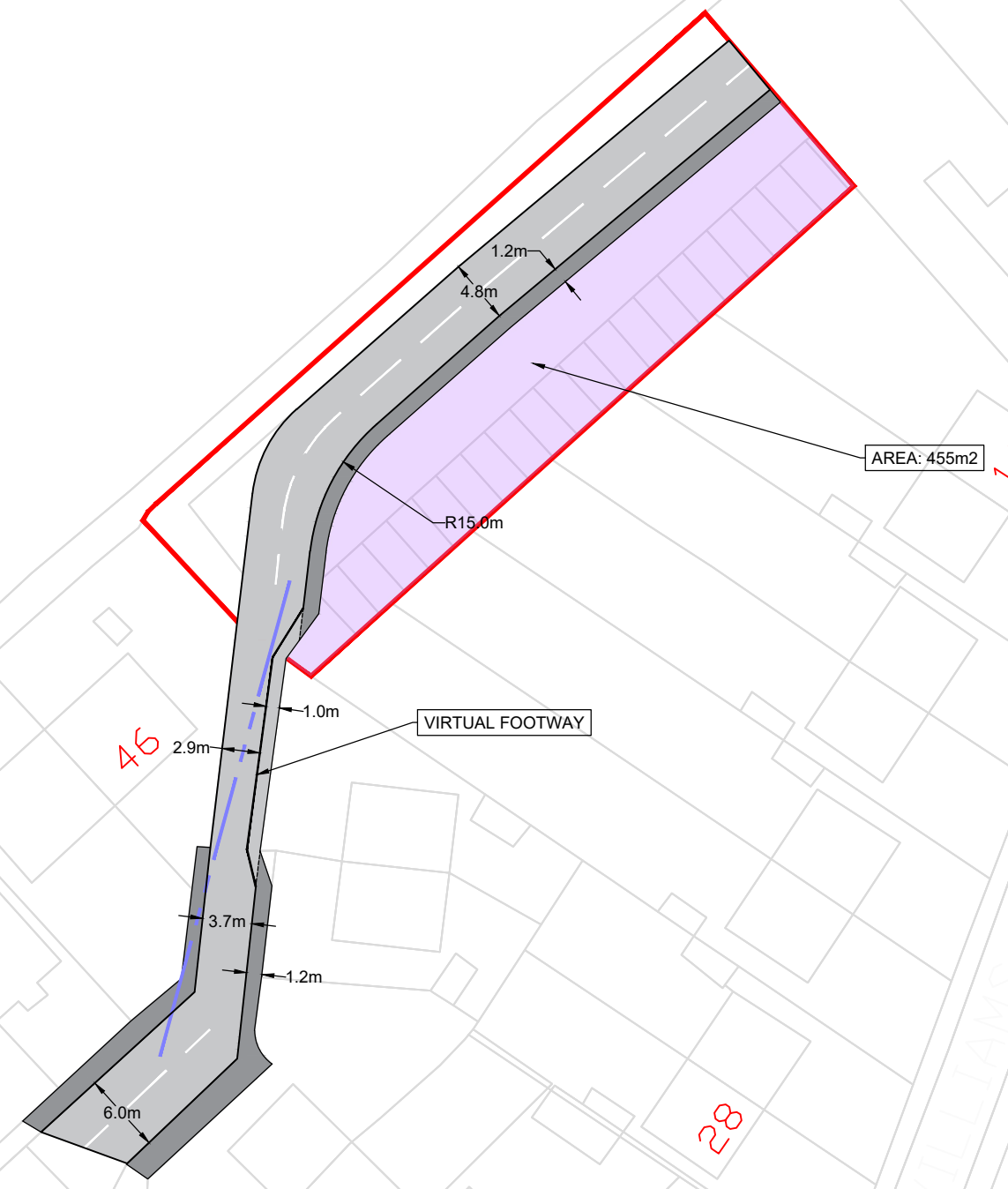
Appendix A
Possible Site Access



LOCATION PLAN

LEGEND:

-  SITE BOUNDARY
-  HIGHWAY
-  FOOTWAY
-  DROPPED KERBS
-  INTERVISIBILITY



REV:	DESCRIPTION:	BY:	DATE:
-	FIRST ISSUE	AF	23/10/18
STATUS: FOR INFORMATION			
CLIENT: SHERWILL DRAKE FORBES			
SITE: WILLIAMS CLOSE HANSLOPE			
TITLE: PROPOSED SITE ACCESS			
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	23/10/18	AF	SC
PROJECT NO:	DRAWING NO:	REVISION:	
572-0007	SK01	-	












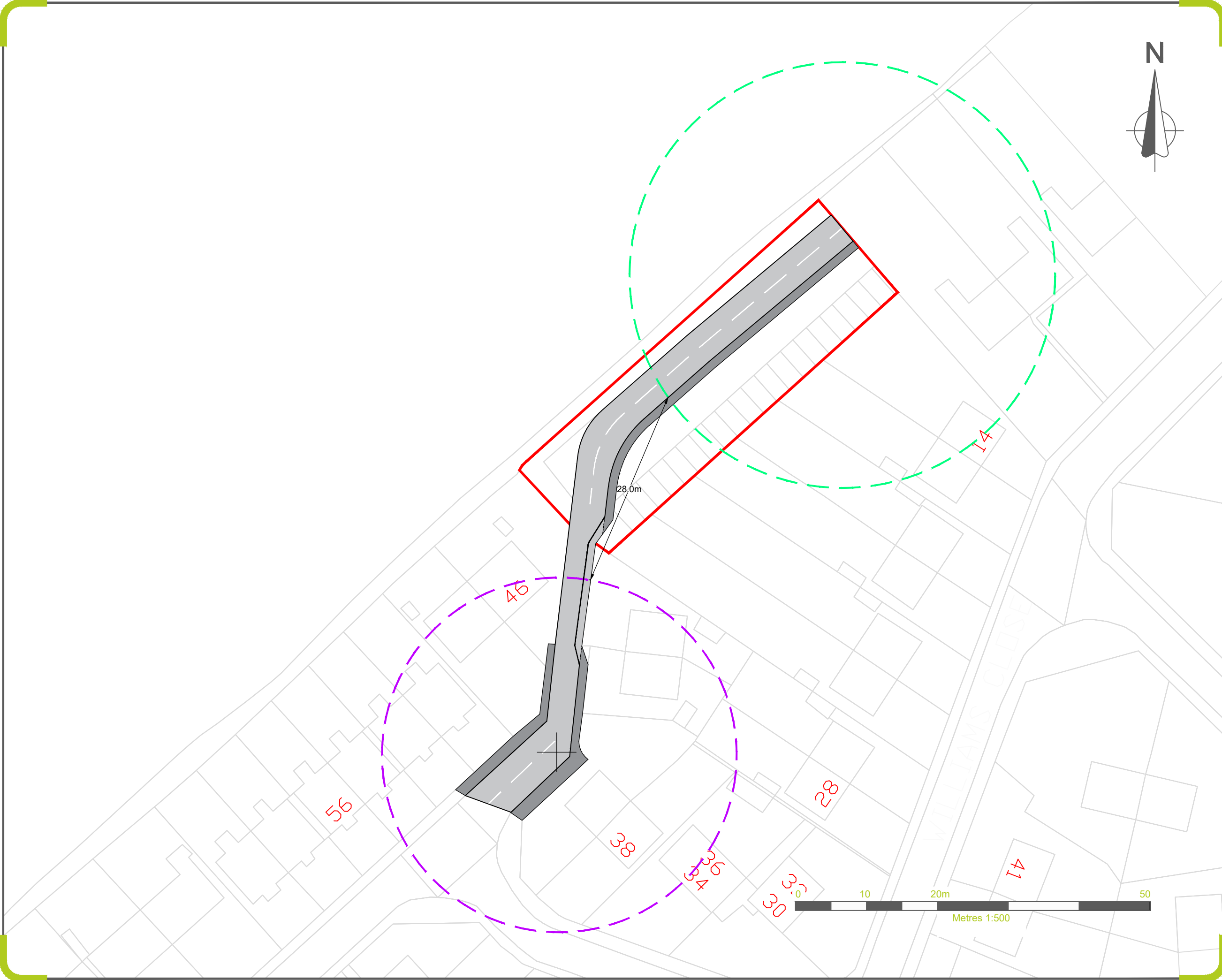
Appendix B
Refuse Collection Viability



LOCATION PLAN

LEGEND:

-  SITE BOUNDARY
-  HIGHWAY
-  FOOTWAY
-  DROPPED KERBS
-  BACK OF REFUSE VEHICLE CLOSEST TO SITE
-  30m PERIMETER FROM BIN STORE
-  25m COLLECTION PERIMETER FROM REFUSE VEHICLE



REV:	DESCRIPTION:	BY:	DATE:
-	FIRST ISSUE	AF	23/10/18
STATUS: FOR INFORMATION			

CLIENT: SHERWILL DRAKE FORBES

SITE: WILLIAMS CLOSE
HANSLOPE

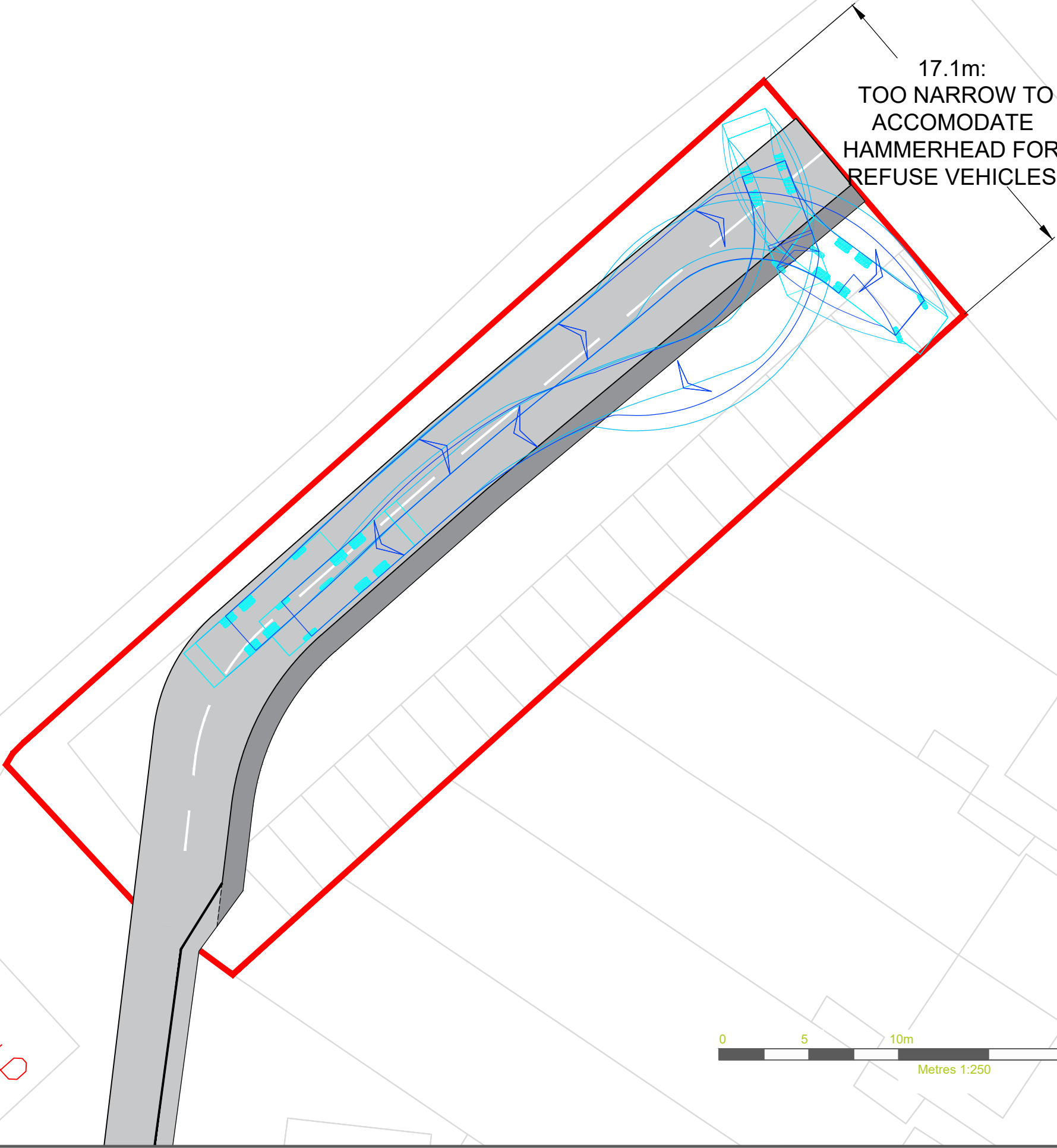
TITLE: REFUSE COLLECTION
OFF SITE

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	23/10/18	AF	SC
PROJECT NO:	DRAWING NO:	REVISION:	
572-0007	SK02	-	





Appendix C
Refuse Collection On-Site



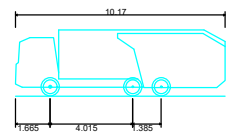
17.1m:
TOO NARROW TO
ACCOMODATE
HAMMERHEAD
FOR
REFUSE VEHICLES



LOCATION PLAN

LEGEND:

- SITE BOUNDARY
- HIGHWAY
- FOOTWAY



Phoenix 2 High Capacity Twin Pack 50/50 (with Elite 2 6x4 chassis)
 Overall Length 10.170m
 Overall Width 2.550m
 Overall Body Height 3.214m
 Min Body Ground Clearance 0.419m
 Track Width 2.550m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 10.300m

-	FIRST ISSUE	AF	23/10/18
REV:	DESCRIPTION:	BY:	DATE:
STATUS:		FOR INFORMATION	

CLIENT: SHERWILL DRAKE FORBES

SITE: WILLIAMS CLOSE
HANSLOPE

TITLE: REFUSE COLLECTION
ON SITE

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	23/10/18	AF	SC
PROJECT NO:	DRAWING NO:	REVISION:	
572-0007	SK03	-	



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