Technical Note

Title	Tutton Hill House, Colerne				
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Date	October 2022			**Version**	2.0

1. Introduction

1.1. Key Transport Consultants (KTC) is appointed by Neil Hird to advise on transport matters for the proposed off-street parking at Tutton Hill House, 21 Tutton Hill, Colerne, SN14 8DN. This Technical Note considers the impact of the proposal on the local highway network.

1.2. Tutton Hill House is shown in the following Google Streetview image on the skyline to the right. The garden abuts Tutton Hill with a stone wall. Tutton Hill heads towards the south at a junction just north of the yellow cottage in the image. The proposed parking area is off an unnamed highway which, as can be seen, is a narrow lane in this location, typical of a historic village such as Colerne. To the north of the picture, the lane narrows to about 3.2m between walls, and is about 4.5m wide in the vicinity of the proposed parking area. The lane operates two-way and is just outside of the 30mph speed restriction in Colerne. Clearly with the road widths set out, drivers need to be prepared to give way to opposing vehicles and speeds should therefore be regulated by this rather than any posted speed limit. Furthermore, there are no footways meaning that pedestrians will be walking in the street sharing the carriageway with vehicles.



IMAGE 1.1: Streetview Image of Tutton Hill Looking North-West

1.3. Unlike the neighbouring property shown in the image with an off-street parking space, Tutton Hill House has no off-street parking, and also no safe access to electric vehicle charging.

2. Proposed Development

2.1. The proposed development will introduce three off-street car parking spaces to the rear of the garden of Tutton Hill House, with access off the unnamed highway created by setting the existing stone walls back. Electric vehicle charging will also be provided. The proposed layout is shown on the architect's planning application drawings. There is an existing street light at this location.

2.2. Drawing 1204-001, in Appendix A, shows the vehicle swept path plots demonstrating how an estate car can reverse into the car parking spaces and exit them in forward gear. Although not shown, the vehicle could arrive and depart in either direction.

2.3. It is self-evident when looking at the proposed layout that normal visibility splays in accordance with Manual for Streets will not be feasible. Even if a visibility splay to the north were created by further setting back the existing stone wall, the adjoining property would still restrict visibility to the south. It is therefore necessary to use professional engineering judgement to assess the merits of the proposed off-street parking spaces.

3. Assessment

Highway Safety

3.1. Crashmap.co.uk has been used to review recorded Person Injury Collisions in the vicinity of the development site. The image below shows an extract from the website in the vicinity of the proposed development for the latest 5-year period of records.

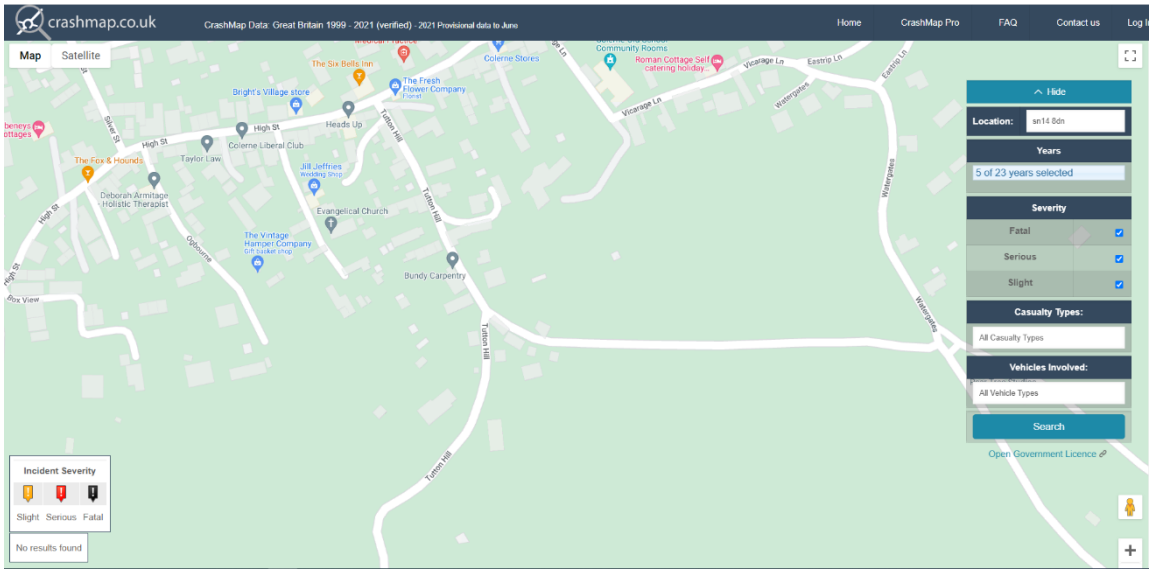

IMAGE 3.1: Crash Map – All Incidents

3.2. The review shows that there are no incidents in the vicinity of the site including along High Street. Whilst it is acknowledged that Crash Map data will only cover collisions reported to the police which, by law, will be all personal injury collisions, the data suggests the local highway network is operating without any highway safety issues that raise any concerns.

3.3. As noted earlier, some of the roads in Colerne are too narrow to allow vehicles to pass, meaning drivers have to be prepared to stop when meeting an opposing vehicle. Likewise, with pedestrians having to share the carriageway in many places, drivers will be expecting to have to avoid pedestrians. Furthermore, there are numerous examples where junctions and private accesses in the village have little or no visibility meaning that drivers will be aware, and have to be prepared to give way to emerging vehicles.

3.4. The provision of the proposed three off-street parking spaces therefore needs to be seen in the context of the benefits that it will provide. These include being able to park up to three cars off the highway thus giving more carriageway space for vehicles, pedestrians and cyclists etc, and the provision of safe EV charging without having to extend a private electricity supply into the public highway. Three parking spaces is consistent with the Wiltshire Council standards for a detached house.

4. Conclusions

4.1. The proposals are for the creation of three off-street parking spaces at Tutton Hill House, 21 Tutton Hill, Colerne, to allow space to install safe electric vehicle charging. The existing stone wall will be set back as shown on the architect's planning application drawings.

4.2. Swept path plots demonstrate an estate car manoeuvring in and out of the proposed car spaces.

4.3. Collision data shows that there is no recorded existing highway safety issue in the area. Traffic speeds will be low as drivers need to give way to oncoming vehicles and pedestrians/cyclists, as Tutton Hill and the unnamed lane where the access is proposed are effectively shared space with no footways.

4.4. Visibility from the parking spaces cannot be provided to current standards but this needs to be considered in the context of the existing road layout in Colerne where there are numerous similar examples yet no recoded road safety issue. The benefits of providing off-street car parking and safe EV charging are considered to outweigh any potential highway safety concern.

4.5. It is therefore concluded that the proposed development would not have an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe, meaning that the tests in the National Planning Policy Framework (Paragraph 111) are met and there are no highway grounds why the development should not be approved.

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APPENDIX A

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CAD FILE NAME : F:\DATA\Jobs\1204 Tutton Hill House, Colerne\AutoCAD\1204-001.dwg

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BASED ON sketch HE issue 220928

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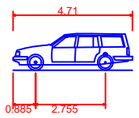

Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

TUTTON HILL, COLERNE

ESTATE VEHICLE TRACKING OF PARKING SPACES

NEIL HIRD

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