



For and on behalf of
Boningale Homes

Site Access Appraisal

**Land South of Dirty Lane,
Brewood (Site Ref BH027a and
BH027b)**

**Prepared by
Sustainable Development and Delivery
DLP Planning Ltd
Sheffield**

December 2022



Prepared by:	Kurt Hardy Principal Transport Planner	<i>K. Hardy</i>
Checked by:	Anna Meer BA (Hons) CMILT Director	<i>Anna Meer</i>
Approved by:	Anna Meer BA (Hons) CMILT Director	<i>Anna Meer</i>
Date: December 2022	Office: Sheffield	Issue: Rev A

Sustainable Development and Delivery

**4 Abbey Court
Fraser Road
Priory Business Park
Bedford
MK44 3WH
Tel: 01234 832740**

**Office 209
Cumberland House
35 Park Row
Nottingham
NG1 6EE
Tel: 01156 715067**

**6th Floor
Broad Quay House
Prince Street
Bristol
BS1 4DJ
Tel: 01179 758680**

**Ground Floor
V1 Velocity
Tenter Street
Sheffield
S1 4BY
01142 289190**

DLP Consulting Group disclaims any responsibility to the client and others in respect of matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence. This report is confidential to the client and DLP Planning Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

CONTENTS	PAGE
1.0 INTRODUCTION	4
2.0 EXISTING CONDITIONS	6
Existing Site	6
3.0 POTENTIAL ACCESS STRATEGY	8
Potential Traffic Generation	8
Site Access Design Criteria.....	8
4.0 CONCLUSIONS	10

APPENDICES

Appendix A	Red Line Boundary
Appendix B	Site Access Strategy Review

1.0 INTRODUCTION

1.1 This Site Access Appraisal has been produced on behalf of Boningale Homes in order to review the development potential of land south of Dirty Lane, / south of Brewood Church of England Middle School in Brewood, Staffordshire. **Figure 1** and **Figure 2** below shows the parcels of land under consideration in the wider context.

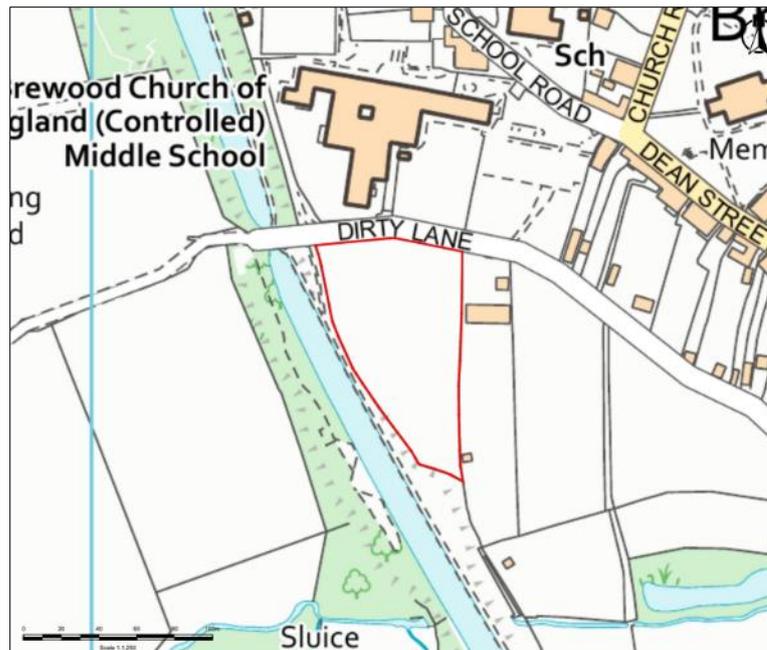


Figure 1. Site Location (BH027a)

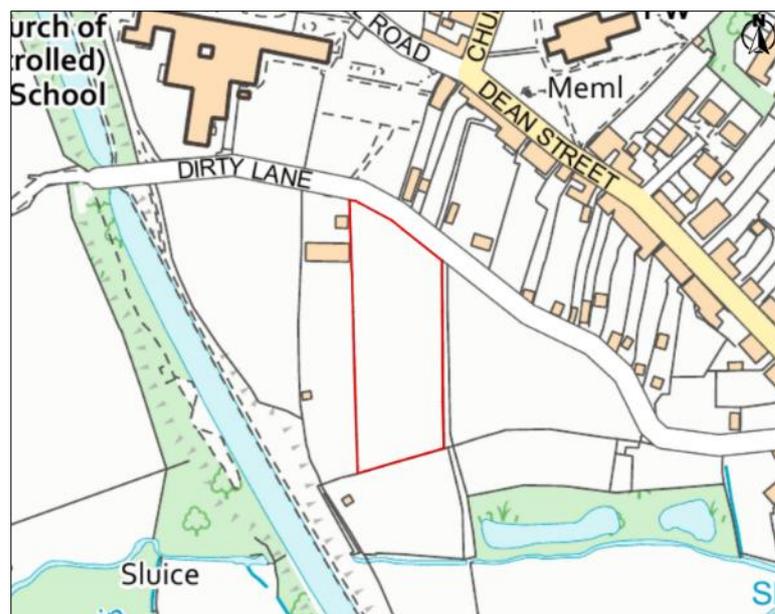


Figure 2. Site Location (BH027b)

1.2 This appraisal has been based upon both parcels in their entirety being developed for residential land use (see **Appendix A** for red line boundary plans). It is understood the

existing parcels of land are used as a paddock.

- 1.3 The objective of this appraisal is to provide a high-level review of a likely site access strategy that may be required to serve the site for residential development. This would seek to inform Local Plan Representations and confirm that a safe and suitable access strategy could be provided, without resulting in a severe impact on the local highway network.
- 1.4 This report takes into account current policy contained within the revised National Planning Policy Framework (NPPF), which was released in July 2021. The report also sets out the access strategy produced in accordance with the geometric requirements set out in 'Manual for Streets' (2007), DMRB CD123 and the "Staffordshire Residential Design Guide" (2000).

2.0 EXISTING CONDITIONS

Existing Site

- 2.1 The site is located approximately 0.4 kilometres to the southwest of Brewood village centre. The site is bound by Dirty Lane to the north, a residential property to the east and the Shropshire Union Canal to the southwest.
- 2.2 The site is currently provided with an existing gated field access at the northwest corner of site BH027a, and two gated field access points serving site BH027b onto Dirty Lane.
- 2.3 Dirty Lane varies in width between approximately 3.0 metres and 3.9 metres wide between the site parcels and Coven Road to the east (see **Appendix B**). At its western end, residential properties have direct frontage for garages / driveways onto the lane (see **Figure 3**).



Figure 3. Dirty Lane (westbound)

- 2.4 Having reviewed the www.maps.staffordshire.gov.uk website, Dirty Lane forms Public Footpath 'Brewood and Coven 7'. The road is not classified as a Byway Open to All Traffic. The Local Highway Authority is responsible for maintenance of the PROW, and is responsible for keeping vegetation cut back etc. However, the subsoil is still owned by a private landowner, who will be responsible for keeping the right of way clear of obstruction. At this stage it is not known whether Boningale own the lane or have right of access to the existing paddocks. It should be confirmed whether right of access to the paddocks is for agricultural purposes or simply to the 'land'.

- 2.5 **Figure 4** shows how signage is provided at the Dirty Lane / Coven Road junction, denoting that Dirty Lane is “Public Footpath / Vehicular Access to Property Only / Please Do Not Obstruct Lane with Vehicle”. This therefore means that existing residents / landowners have right of access over the lane, but the subsoil is still maintained under private ownership.



Figure 4. Dirty Lane / Coven Road junction

- 2.6 Coven Road is approximately 5.5 metres wide with a footway provided on its western edge. To the south of the Coven Road / Dirty Lane junction, the footway is segregated from the carriageway by a 2 metres wide verge.
- 2.7 As part of any future planning submission, public highway boundary data should be obtained in the vicinity of the Coven Road / Dirty Lane junction to ensure that adequate visibility splays can be achieved within land that is publicly maintained and does not cross third party land.
- 2.8 The nearest northbound bus stop is located approximately 350 metres to the southeast of the site along Coven Road. A further bus stop is provided approximately 365 metres to the east of the site along 'The Pavement'. This bus stop is served by services 813, 877, and 878, to Wolverhampton.

3.0 POTENTIAL ACCESS STRATEGY

Potential Traffic Generation

- 3.1 In order to determine a suitable access strategy to serve the site, it is important to determine the likely level of traffic that would need to be accommodated by any future access. This assessment would be undertaken as part of any future planning application, utilising the TRICS database. This would provide typical trips rates for a residential development.
- 3.2 However, at this stage, a high-level robust assessment has been undertaken to ascertain the likely level of traffic that could be generated by the site. Given the parcels of land are 0.71 hectares and 0.61 hectares, it is unlikely the sites could cumulatively accommodate up to 30 dwellings.
- 3.3 It is widely accepted that a residential scheme generates circa 0.6 two-way trips per dwelling during any give peak period, and 6 daily two-way trips. Based upon the site being able to accommodate circa 30 dwellings, the future development of this parcel of land for residential purposes could generate in the order of 18 two-way vehicle trips during any given peak period and 180 daily two-way trips.

Site Access Design Criteria

- 3.4 Given Dirty Lane is a Public Footpath, it is not open to all vehicular traffic. Therefore as part of any proposals to intensify the use of Dirty Lane for access to new dwellings, the status and geometric constraints of the Public Footpath would need addressing. The landowner of Dirty Lane would also need to be identified.
- 3.5 In order to enable future development along Dirty Lane, an application would need to be submitted to the Local Highway Authority to either have the lane adopted, or upgrade the lane to a Byway Open to All Traffic. Given the lane would need to be serviced by refuse vehicles to serve the new development, it is likely the road would need to be to adoptable standards (noting the existing properties along Dirty Lane are serviced via Dean Street as opposed to Dirty Lane).
- 3.6 The “Staffordshire Residential Design Guide” (2000) document sets out the road hierarchy that is required to serve residential development. It states that a private drive can serve up to 5 dwellings and can be served by a 4.2 metres unadopted access road. The next level of development above this is a ‘mews court’ that can comprise of a 4.5 metres adopted ‘core’ shared surface carriageway, bound by additional 0.5 metres services strips, which can serve up to 25 dwellings.
- 3.7 The Department for Transport “Manual for Streets” (2007) guidance document sets out at Figure 7.1 the various carriageway widths required to allow vehicles to pass each other. This guidance states that 4.1 metres is sufficient to allow 2 cars to pass, whilst 4.8 metres would allow a car to pass an HGV, and 5.5 metres would allow 2 HGVs to pass.
- 3.8 Noting that both parcels of land could serve circa 15 dwellings each, it is likely that a 4.8

metres wide carriageway with a 1.8 metres wide footway, or 4.5 metres wide shared surface with 0.5 metres service strips would be required to serve the site.

- 3.9 In terms of access to the local highway network (at Coven Road), Dirty Lane currently comprises a single carriageway width along its full 350 metres length. As such, any increase of vehicular movements along Dirty Lane would trigger the need for improvements / widening to be provided to an adoptable standard, at the very least likely in the form of passing places, to ensure two vehicles could pass.
- 3.10 Based on a desktop review using Streetview, there are no verges available to widen Dirty Lane carriageway and therefore additional third party land would be required in adjacent third-party boundaries to provide passing places. It is likely that a passing place every 75-100 metres would be required, that would widen the carriageway to a preferred width of 4.8 metres, meaning that between 3 and 5 passing places would need to be provided along Dirty Lane to facilitate additional development. However, this would need to be confirmed with the Local Highway Authority during the pre-application process associated with any future planning submission.
- 3.11 With regard to visibility, Coven Road is subject to a 30mph speed limit and would require visibility splays of 43 metres. **Drawing Number ST5063PD-001 (Appendix B)** confirms that the full 43 metres splay could be achieved to the south when taken from a 2.4 metres setback distance to the nearside edge of the carriageway. However, to the north, visibility is restricted to 25 metres at the junction due to alignment of Coven Road and frontage of third party buildings. This reduced distance is representative of 20mph approach speeds and therefore a speed survey would need to be undertaken to confirm existing vehicle speeds, and determine whether a build-out would be required to improve visibility.
- 3.12 As part of the access proposals, land ownership plans and public highway boundary data should be obtained to confirm whether adequate carriageway widths could be provided along the Dirty Lane towards Coven Road. It is also advised that as any future works, a full topographical survey and utilities search is undertaken.

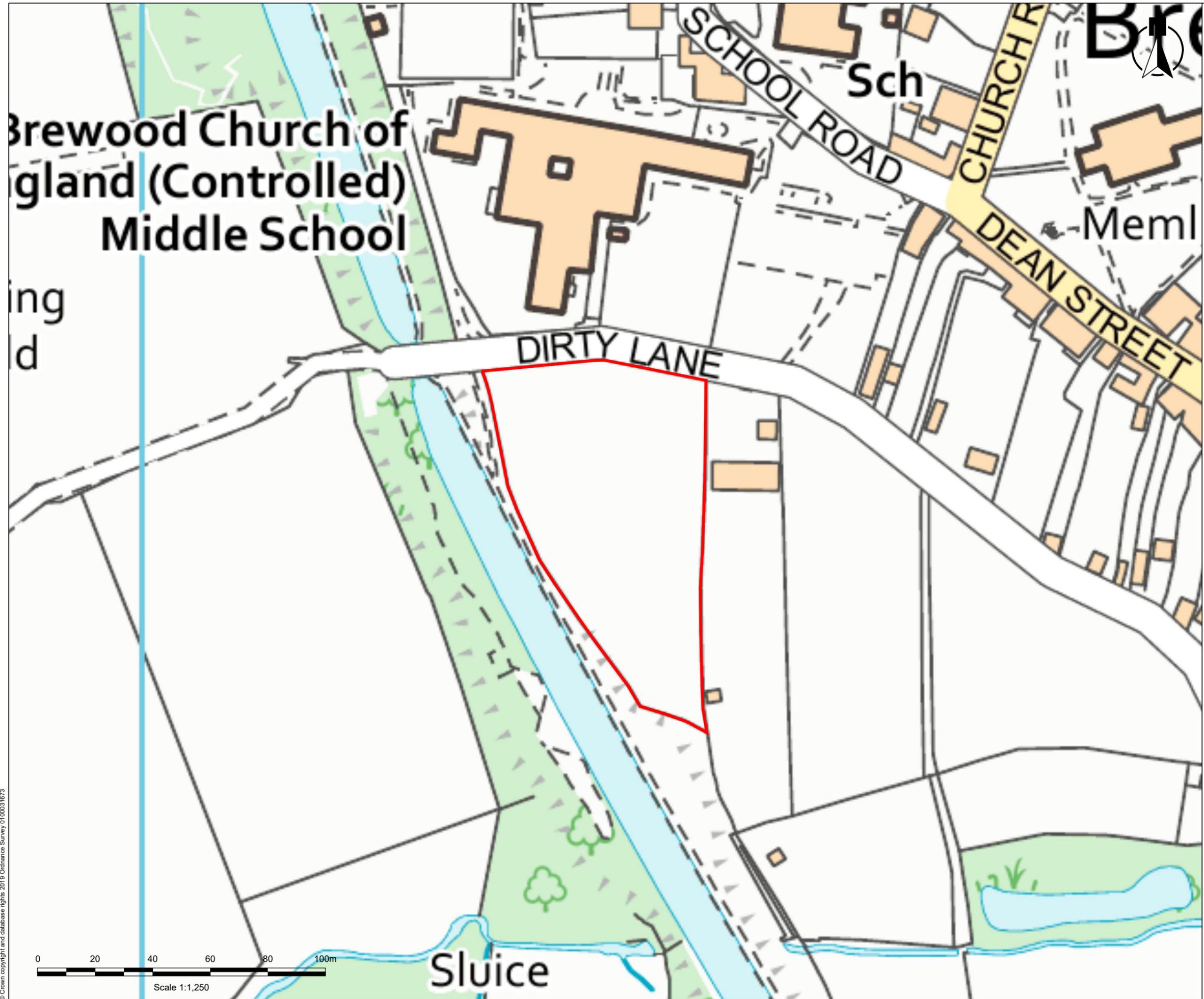
4.0 CONCLUSIONS

- 4.1 This Site Access Appraisal has been produced by DLP on behalf of Boningale Homes in support of promotion of land off Dirty Lane, to allow for the provision of circa 30 dwellings across 2 sites.
- 4.2 It is advised that legal advice is sought regarding the status of Dirty Lane, ownership plans, and legal rights for existing residents of Dirty Lane to drive a motorised vehicle along the lane. This evidence should then be used to determine whether Dirty Lane could be made to adoptable standards or upgraded to a Byway Open to All Traffic.
- 4.3 Nevertheless at this stage, there appear to be third party land constraints that would prohibit the required upgrades to Dirty Lane in the form of any widening / passing bays provided, to accommodate residential development of the land.

ST5063PD Land south of Dirty Lane (Site 1 and 2)
December 2022
Site Access Appraisal



Appendix A Red Line Boundary Plan



NOTES

- Do not scale from this drawing
- All dimensions are in meters unless stated otherwise
- This drawing is to be read in conjunction with all relevant drawings and documents associated with this project.
- All surveyed information including levels and layout is provided by others
- All existing and proposed dimensions, levels and locations to be checked and verified by the main contractor on site prior to the commencement of the works and any anomalies reported to the engineer.

KEY

 Site Boundary

P01	06/12/22	First Issue	LW	DM	DM
Rev	Date	Description	DRA	CHK	APP

Project
Boningale Homes Strategic Land
BH026 Dirty Lane

Client
Boningale Homes Ltd

Drawing Title
Site Location Plan

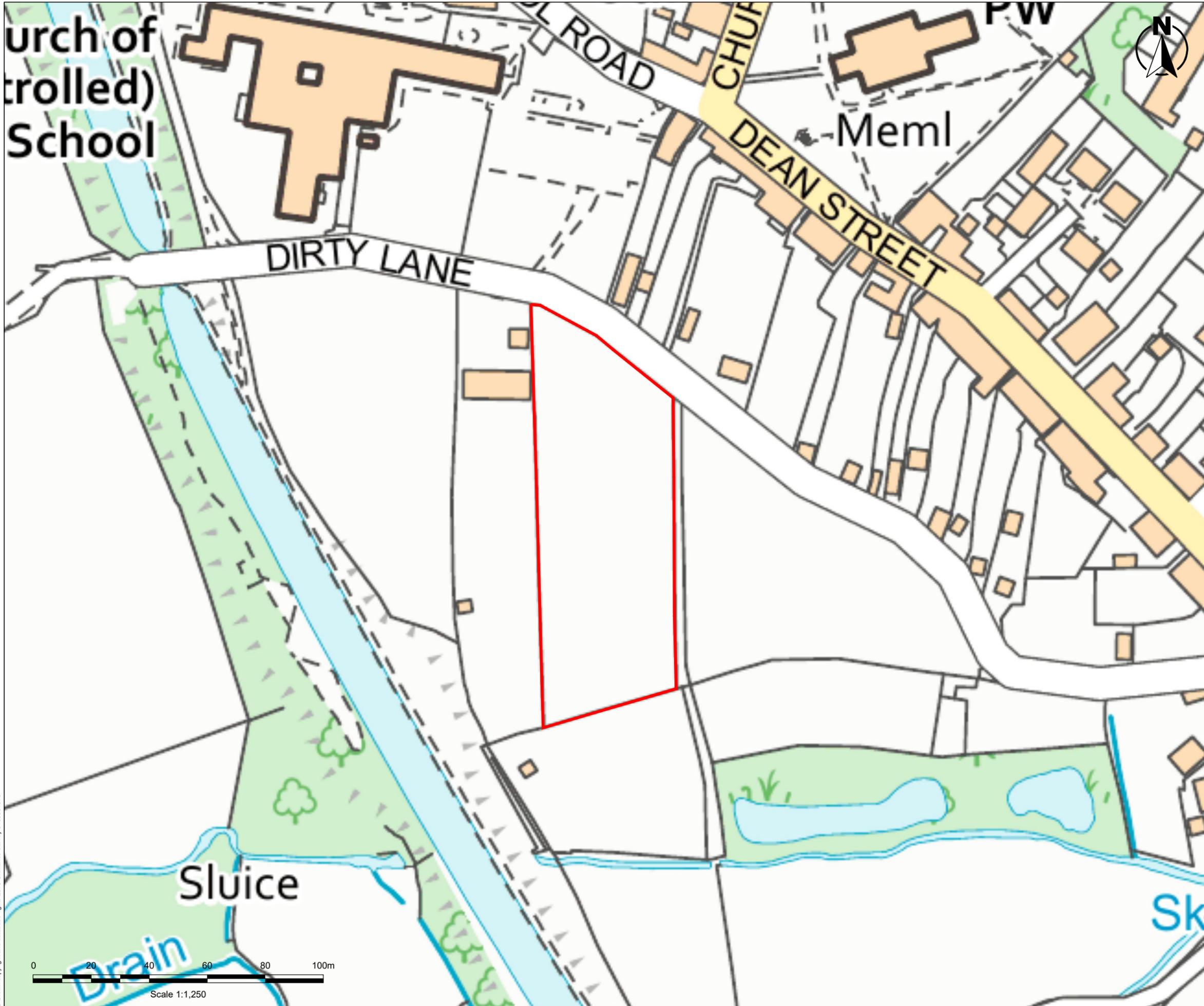
Status	Date	Scale
Planning	06/12/2022	1:1,250 @ A3

Drawn	Designed	Checked	Approved
LW	LW	DM	DM

DWG No.	Revision
MAN.710.003.ENZ.XX.DR.Z.00.002	P01



BRISTOL 01454 269 237 www.enzygo.com
 MANCHESTER 0161 413 6444
 SHEFFIELD 0114 321 5151 hello@enzygo.com



© Crown copyright and database rights 2019. Ordnance Survey 0100031673

NOTES

- Do not scale from this drawing
- All dimensions are in meters unless stated otherwise
- This drawing is to be read in conjunction with all relevant drawings and documents associated with this project.
- All surveyed information including levels and layout is provided by others
- All existing and proposed dimensions, levels and locations to be checked and verified by the main contractor on site prior to the commencement of the works and any anomalies reported to the engineer.

KEY



P01	06/12/22	First Issue	LW	DM	DM
Rev	Date	Description	DRA	CHK	APP

Project
 Boningale Homes Strategic Land
 BH027 Dirty Lane 2

Client
 Boningale Homes Ltd

Drawing Title
 Site Location Plan

Status	Date	Scale
Planning	06/12/2022	1:1,250 @ A3

Drawn	Designed	Checked	Approved
LW	LW	DM	DM

DWG No.	Revision
MAN.710.003.ENZ.XX.DR.Z.00.003	P01

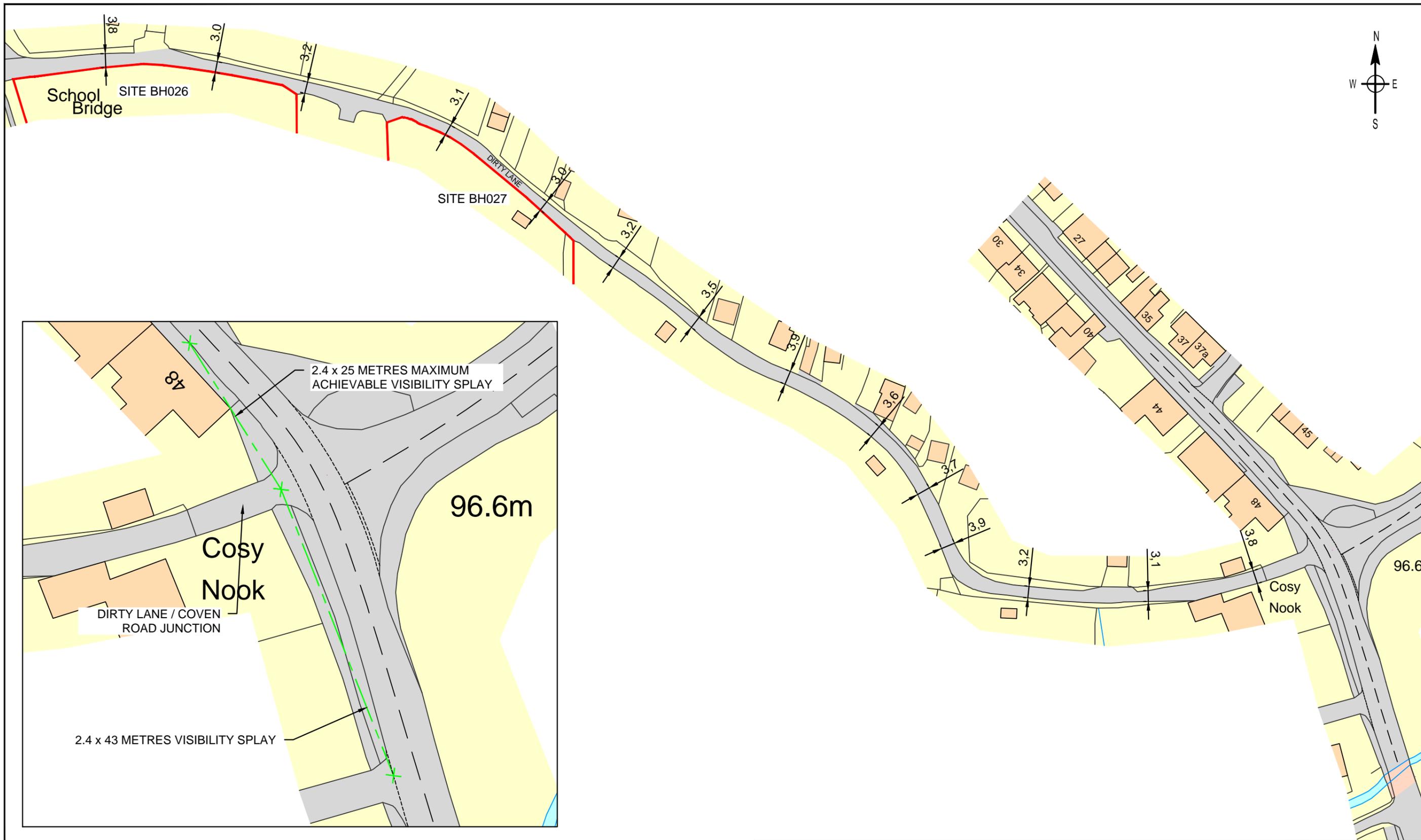


BRISTOL 01454 269 237 www.enzygo.com
 MANCHESTER 0161 413 6444
 SHEFFIELD 0114 321 5151 hello@enzygo.com

ST5063PD Land south of Dirty Lane (Site 1 and 2)
December 2022
Site Access Appraisal



Appendix B Site Access Strategy Review



Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

X	XXXX	XX	XX	XX	XXXX
REV		DR	CH	AP	DATE

PROJECT
LAND SOUTH OF DIRTY LANE (SITE 1 & 2)
BREWOD

DRAWING TITLE
REVIEW OF DIRTY LANE AND THE LINK TO THE LOCAL HIGHWAY NETWORK

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	AM	AM	16.12.22	AS SHOWN	PLANNING

CLIENT
BONINGALE HOMES



DRAWING NUMBER	REV.
ST5063PD-001	-

CAD FILE NAME : ST5063PD-001



BEDFORD

Planning / SDD / SPRU

bedford@dlpconsultants.co.uk

BRISTOL

Planning / SDD / SPRU

bristol@dlpconsultants.co.uk

EAST MIDLANDS

Planning/ SDD

nottingham@dlpconsultants.co.uk

LEEDS

Planning

leeds@dlpconsultants.co.uk

LONDON

Planning

london@dlpconsultants.co.uk

MILTON KEYNES

Planning

miltonkeynes@dlpconsultants.co.uk

RUGBY

Planning

rugby.enquiries@dlpconsultants.co.uk

SHEFFIELD

Planning/ SDD / SPRU

sheffield@dlpconsultants.co.uk

