

**To: Head of Planning
West Devon Borough Council
Kilworthy Park
Tavistock
PL19 0BZ**

**From: Development Management (South)
Area South Highway Management
Ryefields
Avery Hill
Kingsteignton
TQ12 3QG**

Our Ref: WD/1885/17

**Case Officer: Phil Townsend
Telephone: 01392 383000**

PLANNING APPLICATION – HIGHWAY CONSULTATION REPLY

APPLICATION NUMBER: WD/1885/17

APPLICANT: Hatherliehg LVA LLP

DETAILS OF APPLICATION: Outline planning application for up to 80 dwellings, B1 employment and associated infrastructure

LOCATION: Land at Runnon Moor Lane, Hatherleigh

Observations:

The planning application was recently the subject of a formal pre-application inquiry to West Devon Borough Council, to which a formal response was given by letter from the planning authority to the planning consultant dated 23rd March 2017. There was a paragraph included in that formal response relating to the County Highway Authority's input to the inquiry, reproduced verbatim from an email sent from the highway authority to the planning authority, which said the following:-

'Any application would have to be supported by a full Transport Assessment, the scope of which would need agreeing with us [sic], but should look carefully at all modes and pedestrian and cycle facilities. Depending on where the access is, which must comply with contemporary design guidance, preferably with an emergency access or internal circuit, we will also need a contribution to investigate and install [a] variation to the speed limit extent'. It is not known whether the recipient of this letter of response made the consulting highways engineer, AWP, aware of its content.

As the recommendation says, the scope of the Transport Assessment (TA) should have been agreed with 'us' (the County Highway Authority). There are unfortunately no records of any discussions, email exchanges or telephone conversations with the Senior Highways

Development Management Officer at Devon County Council, so it is not apparent with whom the scoping discussions have taken place as outlined in Para 1.3 of the document.

As a result, there are several issues which have not been covered, or have not been covered adequately, in the TA that has been produced in support of the application, which is unfortunate.

Para 6.2 of the TA states that *'no additional committed development sites have been identified by Devon Council officers to be included within the assessment'*. This statement is incorrect for two reasons. Firstly, as far as I can establish, no such discussions have even taken place and, if they had done, the highway authority would have required the traffic from the permitted Hatherleigh Market development (WD/0760/2013) to be included in any TA. This site would have also given a relevant trip generation factor for use on the site currently applied for. Although it is not anticipated that the inclusion of the figures will have any fundamental effect on the capacity of the adjoining highway network, it does affect the accuracy and credibility of the currently submitted TA, and should therefore be included.

The situation with respect to recommendation of the relocation of the speed limit could also have been covered in more detail had discussions with the highway authority taken place earlier. It is accepted that the layout plan has been submitted for illustrative purposes only at this stage, but the County's Policy for 30 m.p.h. speed limits may only be applicable if there is frontage development, which there may not be. Any application for a speed limit alteration would have to be the subject of an entirely separate democratic process, and, if the proposal were not be Policy compliant, may not succeed. For that reason, sight lines to comply with contemporary design criteria for the recorded 85 percentile speed would have to be provided at the outset; 2.4 metres by 160 metres in both directions (for 50 m.p.h. wet weather journey speed). It is possible, if the application to reduce the speed limit is successful, that the sight line requirement may then be reduced, but it cannot be shown at the reduced figure at the application stage. This sight line should be shown in detail on a plan based on a topographic survey, as means of access is to be considered in detail at the outline stage.

The highway authority would wish to reserve any further comments until the matters outlined in this response above have been addressed by the applicants, but it is likely that there will be no 'in principle' objection to the proposals, depending on the content of the further information received.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, MAY WISH TO RECOMMEND CONDITIONS ON ANY GRANT OF PLANNING PERMISSION

Officer authorised to
sign on behalf of the County Council

7 July 2017