

Subject **Hurst Green Parish Council/Hurst Green Neighbourhood Plan re: A21 spatial modelling**

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- td4195.pdf (~211 KB)
- td4295.pdf (~516 KB)

Dear Cllr Brown,

Thank you for your communication to Highways England regarding the Hurst Green Neighbourhood Plan in relation to new or intensified use of existing access to the A21 Trunk Road. Your communication has been passed to me as I am the officer responsible for planning matters in your area.

Highways England would be happy to assist where we can and although your questions may seem straight forward they are perhaps more difficult to answer than might first seem apparent. To assist you I attach DMRB design Standards TD 41/95 'Vehicular Access to All-Purpose Trunk Roads' and TD 42/95 'Major/Minor junctions'. These documents set out our design criteria for access to the trunk road which covers safety and capacity as well as many other design requirements.

A good place to start this response is to advise you of our Policy position. Highways England would not look to object to a new access or intensification of use of an existing access on the A21 through Hurst Green provided it met the design requirements in the attached documents and was considered safe and fit for purpose with causing unacceptable delay to traffic on the A21. The A21 through Hurst Green is not a location where we have sought to upgrade the carriageway to a high speed standard and therefore safe and compliant access proposals would be looked upon favourably provided they do not disrupt the flow of traffic using the A21. It is always preferable where possible to utilise an existing safe and compliant access but not essential.

In relation to the design standards there are of course exceptions where Highways England would seek to refuse a new access or intensified use of an existing access and I draw your attention to para's 2.11, 2.12, and 2.24 of document TD 41/95. These para's cover locations where it would not be acceptable on basic road safety issues. For example new access or intensification of an existing would be refused on the section of the village which currently has solid double white centre lines (indicating no overtaking) or where access visibility does not meet the requirements of para's 2.20 to 2.22.

With regard to the number of houses being sought again we would not seek to restrict this provided that the access complies with the attached documents and is safe and does not disrupt the flow of traffic through the village. The type of access arrangement is dictated by the amount of vehicular use and I refer you to table 2/2 of TD 41/95 along with its accompanying access layouts which provides helpful guidance as to what the requirements are likely to be for certain sizes of development. In most cases I would suggest you will be dealing with a Type 3 or Type 5 access arrangement. Please note this is a guide and a traffic engineer may be able to provide further refinement. However, for the purposes of your Neighbourhood Plan my advice should cover most instances but if you have any doubts or wish to discuss a specific location further please do call me on my number below and I should be able to assist.

A quick review of TD 41/95 will, I am sure make it clear to you why your questions are not simple to answer in that the response given on acceptability or otherwise entirely depends on the very specific location of the access on the A21 through the village.

I trust that the above assists and gets the plan team moving forward in relation to thinking about the potential for development and associated access to the A21 and as mentioned I am happy to discuss further.

Kind regards

David

David Bowie

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