
Proposed Development on Land Adjacent The Cottage, Garth.

For Mrs B Roberts.

Highway Resume

Existing Highway and Access

The proposals are for one additional dwelling on land adjacent to the property known as The Cottage in the village of Garth. The current access to the property is a gravel drive of typical width of 2.6m and is at an acute angle to the Class III Road, due to the local topography. The driveway typically falls at a gradient of 1:20 for the initial length before the gradient increases to approximately 1:13. The Class III Road continues to rise along the site road frontage and in a westerly direction at a grade of approximately 1:17 – 1:20. The differential in levels between the two therefore quickly accelerates and at a point approximately 10m along the private drive the level difference between the drive and Class III Road is 1.3m, which results in a gradient of 1:2.4, from this point the gradient steepens. The original proposal was to build the ground up for the access with a mix of retaining walls and gabion baskets, but in my professional opinion the gradients and related cost of such a scheme would make the development prohibitive.

I have reviewed the access again and assessed the driveway arrangements of other similar properties along the Class III Road. The Class III Road varies in width dramatically along its length, with this being virtually single width in places, using intervisibility, driveways, turning heads and wider sections of road to pass. In addition, there is a reasonably high

level of on-street parking, which can lead to less than favourable conditions for the applicant actually using their drive. It is acknowledged that due to the current layout of the access vehicles cannot turn uphill in one swept path movement. This is similar to a number of drives along the immediate vicinity, where there is insufficient space either in the driveway or highway carriageway to make one swept arc to turn uphill. This results in vehicles leaving their drives and turning in one of the existing turning heads or larger driveways serving multiple dwellings. I have to mentioned that the route to the higher order road and local facilities are downhill thereby vehicles turning right out of the driveway. Whilst the access is not ideal or fully compliant to current standards, it is nonetheless existing and there have been no incidents with its use, even with the presence of the retaining and boundary walls.

Proposed Improvements and Traffic Generation.

The proposal is to provide improvement to the existing driveway, which will not result in exorbitant costs which would prohibit development. The proposal would be to lower the existing random stone boundary wall over a length of 17m, with the first 8m removed in its entirety to provide a satisfactory measure of visibility. The 8m length would be replaced with HB2 kerbing and a knee rail at the back of the visibility splay. This will provide protection to anybody that has cause to step off the highway and stand in the visibility splay. The distance between 8m and 17m would be lowered to a height not exceeding 600mm.

The access itself would be slightly widened and realigned internally as shown on Drawing TC-PA-300 -Proposed Access Plan. The access width would be approximately 2.5m, where the gates would be set back to allow a vehicle to sit within the updated and revised junction

bellmouth. In addition, as mentioned above, high levels of parking occur along the southern side of the Class III Road, particularly in the widened section which is east of the access serving the site. Vehicles do tend to park very close to the drive entrance, which tends to restrict movement to and from the property. Our proposals therefore include a small build out adjacent to the entrance, which would prevent vehicles parking over a 10m length from the access in an easterly direction. This would not only benefit the existing user but also any visitors to the cottage and perspective owners of the new dwelling. In creating the build out, this would move the give way line forward in order to create better visibility and inter-visibility between the access and the Class III Road. Given the level difference between the access and the Class III Road and the limited space available within the driveway, it would not be practical or cost effective to change the access to be 90 degrees to the highway carriageway with a suitable and acceptable gradient. We have also suggested that the initial length of the private drive is kerbed, which will better retain the gradients and embankments.

We do appreciate that the proposals may not provide such facility to enable vehicles to turn left out of the drive in one arc, but currently this does not cause issue for the owner of The Cottage or any visitors or patrons thereto. It is acknowledged that the majority of the local services and higher order roads are downhill, with only the school uphill along the Class III Road, where I would expect pupils to walk this short distance. Given the nature of the road, it is suggested that traffic speeds will be low, particularly as there are no pedestrian facilities along the road and pedestrians and cars have to share the same road space.

From inspection it is evident that some off-street parking has been provided at the expense of visibility or turning facilities, but nonetheless do provide off highway facilities. These driveways, whilst not compliant with guidance do appear to operate well and from discussion with locals there are no incidents that have occurred as a result of the lack of compliance with design criteria. We do feel therefore that the proposals provide significant improvements over and above the existing arrangements and that when judged against the very small number of likely traffic movements one dwelling would generate, we do not consider that this would lead to conditions detrimental to highway or pedestrian safety.

Overall, it is considered that the merits of the access and proposals indicated on the attached drawing outweigh the deficiencies in vehicles being able to exit left and that on balance a safe and satisfactory access has been provided to serve the additional dwelling.