



Date: 17th October 2018

I would recommend that any proposed access provides adequate pedestrian visibility given the proximity of the site with the school. A pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

I would recommend that any proposed access is at least 3m wide and is surfaced with hard bound materials for at least 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required across any proposed access point.

Parking and Turning Provision

Given the rural / remote location of the site, I would recommend that parking provision is provided in accordance with maximum LPGN 16 requirements.

I would recommend that 3 parking spaces (excluding any garage space) is provided. Although 3 cars could be accommodated on the proposed driveway, no turning provision has been provided within the site. A suitable turning facility will need to be provided given that the site fronts a classified road.

Could you please ask the applicant to indicate the above detail on a revised layout plan.

On Street Parking

A number of cars which I assume belong to teaching staff and parents associated with the nearby St Paul's Primary School regularly park along this section of Holt Road including along the frontage of the development site and at the junction of Church Lane / Holt Road.

Any proposed access in this location may well experience difficulty in seeing beyond parked vehicles during school hours when accessing the site.

Footway Provision

There is an existing 1.5m wide footway fronting the nearby school located to the south of the development site.

Given the issues with on-street parking, lack of visibility when accessing the development site and need for safe pedestrian access in close proximity to the school, I would recommend the setting back / removal of the existing hedgerow fronting the site and construction of a minimum 1.5m wide footway along the site frontage linking the footway fronting the school up to the existing access serving Yew Tree Villa.

The applicant would need to enter into a s.38 / 278 agreement with the Council in order to construct such a footway.

Could you please ask the applicant to indicate the above detail on a revised layout plan.

I await the requested information

Notes to Applicant

- *The proposed highway works should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

petroothwante

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Planning Control Manager