

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0784 **Your Ref:** MRJ/P/2020/0784
Date: 3rd February 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: Land to the rear of 6 Church Road, Overton.

Development: Outline application (all matters reserved) for the erection of a single dwelling and detached garage.

I refer to your consultation / email dated 27/01/2021 including submitted Highway Assessment dated October 2020 in respect of the above.

Although all matters are reserved, I would make the following comments:-

Access

The proposed development site is located on Church Road which is a classified, residential road subject to a 30mph speed limit. Although vehicles approaching from the north may well travel up to 30mph, I would estimate typical vehicle speeds of 25mph for vehicles approaching from the south given the proximity to the junction with the A539.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m to the north and 2.4 x 33m to the south measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the proposed / existing access serving the development site is adequate in the northerly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 10m measured to the nearside edge of the adjoining highway. Visibility is restricted in this direction in that the required splay would cut across 3rd party land.

I would therefore be unable to support any proposal that is likely to result in an increase in vehicle movements through this sub-standard access.

The submitted Highways Assessment suggests the following:-

- Use of a 2m setback distance not 2.4m.
- Typical speeds of 20mph approaching from the south.
- Measuring the y distance (SSD) to the centerline of the adjoining highway.

Manual for Streets suggests the use of a 2m setback could be considered appropriate where traffic speeds are low and the road is lightly trafficked eg/rural lane. I would not consider 25mph to be a low speed or Church Road to be particularly lightly trafficked. I would therefore consider the use of a 2m setback to be inappropriate in this instance.

I would not consider typical speeds to be 20mph for vehicles approaching from the south along Church Road in this location.

Measuring visibility to the centerline of the adjoining highway is only considered appropriate where there is relevant traffic regulation order ie/ double white lines, a physical barrier preventing overtaking or the adjoining carriageway is less than 4.1m wide. In this instance, the required visibility splay should be measured to the nearside edge. The submitted report suggest that it is unlikely that any vehicles will be overtaking along this section. Vehicles quite often park on the carriageway on the opposite side of the road and vehicles do therefore have to overtake.

The existing access serving the development site is approximately 3.8m wide and is gated 5.3m behind the adjoining carriageway. I would normally recommend a shared access of this nature to be a minimum of 4.5m wide. However, an absolute minimum width of 4.1m could be considered acceptable based on the requirements of Manual for Streets. The submitted layout plan (Drg. No. CS/PD/02) indicates a proposed widening the access to 4.5m by 6m which would be considered acceptable for a shared access.

Parking & Turning Provision

In terms of parking provision at the proposed development site, I comment as follows:-

The existing property (assumed 4 bedrooms) appears to provide parking for up around 4 cars on the driveway and 2 car spaces in the garage. Proposed parking provision for the existing property appears adequate providing parking for at least 3 cars.

I would recommend that any proposed dwelling provides appropriate parking provision in accordance with LPGN 16 requirements

I would also recommend that adequate space is provided to allow vehicles to turn on site and exit in a forward gear. This could take the form of a communal / shared turning facility for both properties.

A handwritten signature in black ink, appearing to be 'R. O.', written in a cursive style.

Chief Officer Environment & Technical