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From: Gemma Wheatley <Gemma.Wheatley@scptransport.co.uk>
Sent: 01 January 2001 00:00
To: Philip Forster
Subject: Planning Ref: P/2018/0943 Hawthorn Cottage, Malpas
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Importance: High

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Philip,

Please consider the following response in light of the highways consultation comments dated 22nd November 2018. As a result, the access position and width of the new access has been reviewed and revised. It is not felt that gaining the agreement of the three neighbours to look over their properties is satisfactory as this would give any one of the neighbours a ransom position.

The access has been widened from 4.5m to 4.8m to allow two cars to pass each other. The revised access can be seen in Drawing SCP/18316/F01/Rev A. This has also been moved slightly to ensure more equal visibility splays in both directions.

The amended access results in a slight change in the achievable splays to give y-distances of 34m to the north and 35m to the south from a position of 2.4m x distance. According to the previous speed survey results and contained within Table 7.1 of Manual for Streets, a y distance of 38m to the north and 40m to the south should be acceptable. On this basis there is a shortfall of just 4m to the north and 5m to the south. These splays are what can be achieved within the highway boundary or control of the client when in reality the neighbours keep their hedges low to preserve their own visibility.

The Highways department have requested that a legal agreement is sought with the neighbouring property (Riverside) to ensure that the hedge/vegetation is kept below 0.6m high. However, investigations into the adopted highway boundary show that the wall forms the boundary of the property to the north and that anything growing on the wall or within the grass verge is actually within control of the highway authority. A plan of this is attached as SCP/18316/SK01 (please note that in the vicinity of the site we are using a topographic survey and the adopted highway and remainder of the plan are on OS).

It has also been brought to our attention that there have been a number of changes allowed to neighbouring properties which would have resulted in an intensification to their (substandard) access points and these have not resulted in any highway objections. These include the conversion of the bungalow to the rear of Hawthorn Cottage (with access taken from a private drive located along the southern boundary of Hawthorn Cottage) from 2 bed to a 5 bed two-storey house (planning ref: P/2016/0278). Further south from Hawthorn Drive, but within Tallarn Green, consent was granted for a new dwelling on land adjacent to Wayside which could achieve 55m visibility to the south due to the control over frontage at Wayside, but only 33m to the north. This was also granted consent (P/2015/0374). These were revealed after a brief amount of research, I imagine there would be other examples locally.

To summarise, the visibility splays shown in F01/RevA should be acceptable as:

- A 34m y distance to the north and 35m y distance to the south can be achieved, which is just 4m and 5m short respectively, from the standard set out in table 7.1 of MfS. The splay is only marginally less than the required standard of 38m to the north and 40m to the south. Mfs states '*unless there is local evidence to the contrary, a reduction in visibility below the recommended levels will not necessarily lead to a significant problem*'.
- The visi splays can be contained wholly within the adopted highway or client control as demonstrated by the boundary plan attached which shows that the area to the front of the wall outside Riverside is within the adopted highway.
- There are other examples locally where extensions and additional houses would have resulted in intensification or substandard access points and no highway objections were received, including acceptance of a 33m visi splay at Tallarn Green for a new dwelling.
- Many other existing dwellings in the area have similar or reduced levels of visibility and there are no recorded accidents in the vicinity of the site.
- As neighbours keep hedges low for the benefit of their own visibility, the actual practical visibility is much further than shown on the plans.
- The relocation of the access would actually improve visibility for Hawthorn Cottage, which currently has a visibility splay of 2.4m x 24m to the south (when measured within the highway).

On the basis of the above and the previously submitted Technical Note there can be no highways related reason to resist the granting of consent for one additional dwelling on land to the west of Hawthorn Cottage.

Regards
Gemma Wheatley
Associate Director
On behalf of



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