Ellie Jones

From: planning_admin
To: Sharon Holman
Subject: RE: P/2025/0608 - Bank, Bridge Street

Good afternoon Sharon,

Further to your email and the Highway Authority consultation response, please find attached the amended site layout drawings submitted in response to the Highway Officer's comments.

While many of the matters raised were already addressed within the original submission, the drawings have now been further annotated and clarified to ensure that each point raised by the Highway Authority has been explicitly and unambiguously responded to. For ease of review, I have set out below how each of the Highway Authority's requirements has been addressed on the amended plans:

* Vehicular access widened to 7.7m, with removal of the existing gate and confirmation of a 10m gate-free zone from the carriageway
* Kerb radii provided on both sides of the access, with dimensions clearly annotated on the plans
* Dropped kerbs and tactile crossing points shown on both sides of the access, including full dimensional details and confirmation that the back edge of tactile paving forms the highway adoption limit
* A minimum 2m wide footway shown and extended across the access, with notes confirming reinstatement of existing dropped kerbs to full height footway construction
* Surface water drainage addressed through the provision of an Aco drain to prevent runoff onto the public highway
* Parking provision confirmed as 10 spaces in accordance with LPGN 16, including a disabled parking bay, with parking and turning areas clearly illustrated and dimensioned
* Servicing and refuse collection arrangements clarified, including confirmation that refuse collection will take place outside customer opening hours and that vehicles will enter and exit the site in a forward gear
* Cycle parking provision shown in accordance with LPGN 16 and Active Travel guidance
* Junction markings and signage confirmed to be in accordance with TSRGD 2016 and Highway Authority requirements

The drawings have been updated accordingly, with clearer notes added to remove any ambiguity. For clarity, the sheet reference number remains unchanged, as the amendments relate to additional annotation and clarification rather than a fundamental change in layout.

We trust that the enclosed information now fully addresses the Highway Authority's comments and would be grateful if the amended plans could be forwarded to the Highway Officer, who I have attached within this email for confirmation that no further information is required.

We would also appreciate confirmation of the next steps in the process and an indication of the anticipated timescale for determination of the application.

Kind regards,

Ashley-Faye