Highways Consultation Response



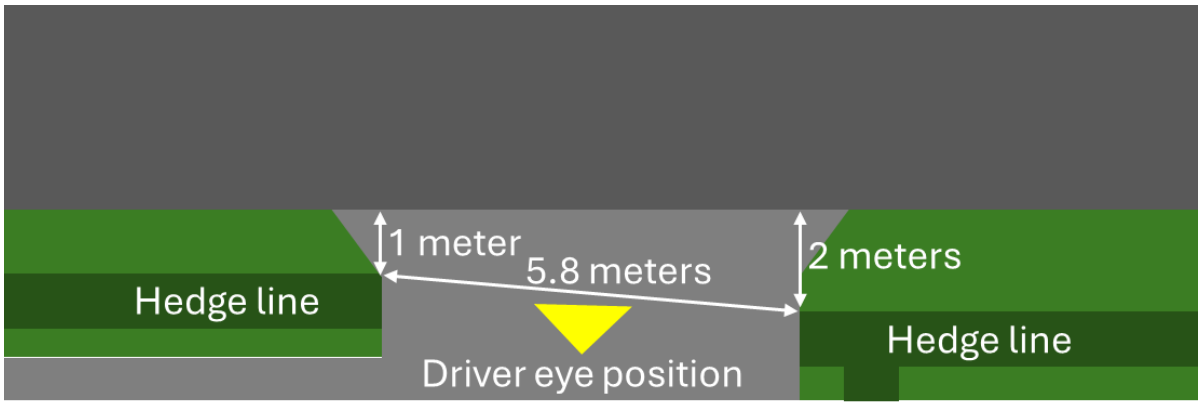


Further to the Highway Authority's consultation response, the following clarification and supporting information is provided.

The application relates to the continued use of an existing field gate access serving a parking and turning area incidental to the dwelling. The access has not been altered as part of the development.

The former narrow access adjacent to the dwelling is no longer used for vehicular purposes and is retained solely for pedestrian access and bin presentation, as set out in the submitted Design and Access Statement.

The field gate access is approximately 5.8m wide and set back approximately 1 metre on the west and 2 meters on the east from the highway edge. The adjacent hedgerow is also set back, allowing vehicles to wait clear of the carriageway.



Visibility from the access is available in both directions and along Harwoods Lane and is illustrated on the accompanying annotated plan. A temporary roadside structure

visible in an earlier site photograph has since been removed and does not form part of the current site arrangement. As a result, visibility to the west is no longer impeded. Visibility has been assessed from a driver eye position set back approximately 2.4m from the carriageway edge.

The submitted layout demonstrates a parking and turning area measuring approximately 8.5m x 12m, served by a 20m x 3m access strip. This provides sufficient space for vehicles to enter, turn and exit the site in forward gear, including two private cars of typical family hatchback size, one large work van and an occasional small trailer. No regular agricultural vehicle movements are associated with the proposal.

The largest domestic vehicle regularly associated with the site is a work van, with occasional use by a small trailer. No regular agricultural vehicle movements are associated with the proposal. The occasional domestic van-and-trailer arrangement is materially smaller than a tractor-and-trailer combination, and the submitted parking and turning layout is sufficient for the scale and nature of the residential use proposed.

The access serves incidental residential use only, with low traffic generation typically limited to 0–2 vehicle movements per day. It does not function as an operational agricultural access generating regular vehicle movements.



The hardstanding comprises permeable crushed stone over a geotextile membrane, allowing surface water to infiltrate without discharge onto the highway. The access is not served by a separate intercept drain or hard-bound paved apron; however, the

retained surface is permeable in construction and allows rainfall to infiltrate within the site. Based on site observation, the access does not result in ponding or discharge of surface water onto the public highway.

An annotated plan has been provided showing the access arrangement, visibility, parking and turning provision. An annotated plan has been provided showing the field gate access, visibility in both directions from a driver eye position set back approximately 2.4m from the carriageway edge, the access strip and turning head dimensions, and confirmation that the former narrow access is retained for pedestrian and bin use only and is not used for vehicular access. The accompanying photographs further illustrate the current site arrangement and available visibility from the field access.

