

Revised Consultation Responses – Gloucestershire County Council Highways Authority

A revised consultation response has been received from the Highways Authority which provides further justification for the highway response of no objection:

Gloucestershire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure)(England) Order, 2015 has no objection subject to conditions.

The application site is located at the end of a cul-de-sac which is a class 4 publicly maintainable highway. Please see below image.



This application seeks to provide a new vehicular access via a dropped kerb crossing. The proposed vehicular access as shown on submitted plan drawing number 02 revision B -270622 demonstrates an access width of 4.9m wide this would support two-way working and accords to local guidance for a shared vehicular access arrangement. Furthermore, the proposed layout in terms of on-site parking and turning facilities demonstrates adequate parking facilities for both the existing and proposed dwelling with additional space within the site curtilage for a visitor parking space. This also accords to local guidance. GCC's default position regarding the 'X' distance should be 2.4m set back from the centre of the access, however there are on occasions where a 2m 'X' distance can be applied as stated within Manual For Streets paragraph 7.7.7 which states, A minimum figure of 2 m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered. A 2m 'X' distance in this instance would be considered acceptable and meet the criteria for accepting the 2m 'X' distance.

The required 'Y' distance for a design speed of 15mph as set out within Manual For Streets would require 15m emerging visibility splays (Y-Distance). Please see below table.

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
Additional features will be needed to achieve low speeds												

From a desk top assessment and using a 2m 'X' distance, I can confirm that in excess of 15m can be achieved to the left, all within the control of the highway, therefore if the neighbouring property were to erect a boundary fence this would not obstruct emerging visibility. Lastly in regards to driver/pedestrian visibility the applicant proposes to retain the existing boundary hedge as shown on drawing 02 revision B-270622 which demonstrates the existing boundary to be retained and to be kept less than 0.6m in height this would ensure motorists have clear and unrestricted views of approaching pedestrians when pulling out onto the adopted highway. This is considered acceptable. The above response is justification for the highway no objection, revised conditions below.

Conditions 1

The development hereby permitted shall not be first occupied until the proposed development has been fitted with an electric vehicle charging point. The charging point shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851 and Manual for Gloucestershire Streets. The electric vehicle charging point shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging point shall be of the same specification or a higher specification in terms of charging performance

Reason

To promote sustainable travel and healthy communities with paragraph 112 of the National Planning Policy Framework.

Condition 2

Notwithstanding the submitted details, the vehicular access hereby permitted shall be not be brought into first use until the vehicular access and vehicle crossover has been installed at the carriageway edge and constructed across the footway fronting the site broadly in accordance with the approved drawing 02 revision B -270622 and with the area of driveway surfaced in a bound permeable material, and shall be maintained thereafter

Reason

To reduce potential highway safety impact by ensuring that a safe and suitable access is laid out and constructed that minimises the conflict pedestrians, cyclists and vehicles in accordance with paragraph 110 and 112 of the National Planning Policy Framework.

Condition 3

The development hereby permitted shall not be brought into first use until the frontage boundaries have been retained in accordance with the submitted approved Block plan drawing 02 revision B - 270622 and the height of the boundary vegetation shall not exceed a height of 600mm in height and thereafter maintained so as to provide clear visibility

Reason

To avoid an unacceptable impact on highway safety by ensuring that adequate pedestrian visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 110 and 112 the National Planning Policy Framework.

Condition 4

The development hereby approved shall not be brought into first use until the parking and turning facilities for the proposed and existing dwelling has been provided as shown on drawing number 02 revision B -270622.

Reason

To ensure conformity with submitted details.

Informative 1. The Local Highway Authority has no objection to the above subject to the applicant obtaining a section 184 licence. The construction of a new access will require the extension of a verge and/or footway crossing from the carriageway under the Highways Act 1980 - Section 184 and the Applicant is required to obtain the permission of Gloucestershire Highways on 08000 514 514 or highways@gloucestershire.gov.uk before commencing any works on the highway. Full Details can be found at www.gloucestershire.gov.uk .

THE REVISED COMMENTS FROM THE HIGHWAYS AUTHORITY DO NOT CHANGE THE OVERALL OFFICER CONCLUSIONS AS TO THE ACCEPTABILITY OF THE PROPOSAL. THE SUGGESTED AMENDED CONDITIONS BY THE HIGHWAYS AUTHORITY ARE ACCEPTED