

Development Management

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Our Ref: B/2015/033308

Your Ref: 15/00058/FUL

Date: 10 March 2015

Dear Chloe,

TOWN AND COUNTRY PLANNING ACT 1990 HIGHWAY RECOMMENDATION

LOCATION: 9 Copt Elm Road Charlton Kings Cheltenham GL53 8AG

PROPOSED: Erection of single storey dwelling

The above proposal has been the subject of previous applications that have received recommendations for refusal on highway grounds due to the lack of adequate visibility. The reasons for the objections raised to the previous applications are felt to have been addressed within this application.

The above location is situated on the Eastern side of Copt Elm Road to the rear of no 9 Copt Elm Road and is within the St Mary's Conservation Area.

The development site is accessed from Church Walk; a category 7 highway to the north side of the property which is of single vehicle width for its entire length and provides vehicular and pedestrian access to a number of dwellings located behind Copt Elm Road along Church Walk. To the west of the development site, Church Walk forms a priority junction with Copt Elm Road with good visibility splays. There is no evidence of any recorded personal injury collisions at this location or along Church Walk. Church Walk is a registered Public Right of Way (ZCK/31/A/1) and joins a registered Public Right of Way (ZCK/31/2) and (ZCK/31/1) servicing a number of dwellings in Church Walk.

The ownership and access rights on and or across Church Walk has not been determined. This would need further investigation by the Local Planning Authority to determine any relevance regarding ownership and access rights.

No reference is made within the application to any off-street parking provision for No 9 Copt Elm Road.

The proposal is for the erection of a single dwelling to rear of 9 Copt Elm Road with vehicular and pedestrian access taken through an existing gated access from Church Walk. To the east of the point of access, Church Walk is subject to a slight deviation to the north that creates a restriction to visibility to the right on exit. The speed of the limited number of vehicles recorded as using Church Walk has been calculated at an average of 6.9 MPH. This speed requires the provision of vision splays of at least 2.0 x 12 m in both directions. The lower X distance of 2.0 m has been applied in this instance because of the low level of traffic using Church Walk. The boundary to the east of the point of access is to be reduced in height to improve the level of available visibility in this direction. There is no impediment to visibility towards Copt Elm Road as there is no deviation in this direction. Evidence has been submitted indicating that a vehicle can enter the new property, turn and exit in forward gear.

Given the low numbers of vehicles using Church Walk, it is not felt that this development will present a significant impact to highway safety.

I refer to the above planning application received on 22nd January 2015 with Plan Nos: PL002A, 003C, 004A, 005, Application Form and supporting documentation. I recommend that no highway objection be raised subject to the following condition) being attached to any permission granted:-.

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.0 m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road at least 12 m distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05 m and 2.0 m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level.

Reason:- To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

Prior to the occupation of the development hereby permitted, the vehicular access shall be laid out and constructed in accordance with the submitted plan PL003C with any gates situated at least 1.0 m back from the carriageway edge of the public road and hung so as not to open outwards towards the public highway and with the area of driveway within at least 5.0 m of the carriageway edge of the public road surfaced in bound material], and shall be maintained thereafter.

Reason: - To reduce potential highway impact by ensuring that a safe and secure access is laid out and constructed that minimises the conflict between traffic and cyclists and pedestrians in accordance with paragraph 35 of the National Planning Policy Framework.

NOTE:

The site fronts Church Walk which is Public Right of Way ZKX/31A/1 classed as a foot way and a class 7 road with the speed limit not being stated. The applicant will need to refer the proposed access arrangements to the Public Rights of Way Team for the attention of Mr John Lane. This is to determine the access arrangements, any necessary works that may need to be

undertaken and any ongoing access and maintenance arrangements related to the existing Public Right of Way's No's ZKX/31A/1, ZCK/31/2 and ZCK/321/1.

Yours sincerely,

Chris Baynham

Technician