Bromsgrove District Council

Parkside

Market Street

Bromsgrove

Worcestershire

B61 8DA

Date: 14/12/2020

Your ref: 20/01494/FUL

Ask for: Sukvinder S Agimal

Dear Laura

**TOWN AND COUNTRY PLANNING ACT 1990**

**(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015**

**ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

**PROPOSAL:** Attached 3 Bedroom 2 Storey house

**LOCATION:** 2 Chestnut Road Bromsgrove Worcestershire B61 8LT

Worcestershire County Council acting in its role as the Highway Authority has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Transport Planning and Development Management Team Leader 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 justification for this decision is provided below.

I have no highway objections to the proposed attached 3-bedroom 2 Storey house subject to a revised site plan is provided highlighting new vehicular access for the existing dwelling.

Site observations:

The existing dwelling is located in a residential and sustainable location off an unclassified road, the site benefits from an existing vehicular access with good visibility in both directions. Chestnut Road benefits from footpaths and street lighting on both sides of the road and no parking restrictions are in force in the vicinity. The site is located within walking distance of amenities, bus route and bus stops.

Layout:

* It is noted the proposed development is located on the corner of a junction and that the existing vehicular access is being used by the proposed development. A separate new vehicular access approx. 18m from the junction is proposed for the existing dwelling which is acceptable in this instance. There will be a slight intensification of trips which in this instance would be acceptable. The speeds at this location due to the junction will be very low and according to accident data checked there have been no accidents in the vicinity over the last 5 years.
* Applicant has failed to highlight the new vehicular access for the existing dwelling – to be provided on a site plan, conditioned below.
* I have not requested a speed survey for new vehicular access since the footpath fronting the existing dwelling is 2m and the maximum visibility splays of 2.4 x 45m to the left and 25m right can be achieved – splays conditioned below.
* In accordance with policy the applicant has failed to provide the new dwelling with an electrical vehicle charging point – conditioned below.

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable impact and therefore there are no justifiable grounds on which an objection could be maintained.

**Conditions:**

**Pedestrian visibility splays (existing dwelling)**

The Development hereby approved shall not be occupied until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the back of footway shall be provided on both sides of the access. The splays shall thereafter be maintained free of obstruction exceeding a height of 0.6m above the adjacent ground level.

REASON: In the interests of highway safety.

**Vehicular access (existing dwelling)**

The Development hereby approved shall not be occupied until the first 5 metres of the access into the development, measured from the edge of the carriageway, has been surfaced in a bound material.

REASON: In the interests of highway safety.

**Electric vehicle charging point**

The Development hereby permitted shall not be first occupied until the proposed dwelling has been fitted with an electric vehicle charging point. The charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851 and the Worcestershire County Council Streetscape Design Guide. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging point(s) shall be of the same specification or a higher specification in terms of charging performance.

REASON: To encourage sustainable travel and healthy communities.

**Cycle parking**

The Development hereby permitted shall not be first occupied until sheltered, safe, secure and accessible cycle parking to comply with the Council’s adopted highway design guide has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

REASON: To comply with the Council’s parking standards.

**Conformity with Submitted Details**

The Development hereby approved shall not be occupied until the access and parking facilities have been provided as shown on drawing Site Plan 201 issue A.

Reason:  To ensure conformity with summited details.

**Vehicular visibility splays (existing dwelling)**

Development shall not begin until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 25 metres in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6m from the edge of the carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above.

REASON: In the interests of highway safety.

**Informatives**

**Alteration of highway to provide new or amended vehicle crossover**

This permission does not authorise the applicant to carry out works within the publicly maintained highway since such works can only be carried out by the County Council’s Approved Contractor, Ringway Infrastructure Service who can be contacted by email worcestershirevehicle.crossing@ringway.co.uk. The applicant is solely responsible for all costs associated with construction of the access.

**No Drainage to Discharge to Highway**

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

Yours Sincerely

###### SUKVINDER S AGIMAL

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Development Control Engineer

On behalf of Karen Hanchett, Transport Planning and Development Management Team Leader