

Residential Development on Land at Plot 40 Hanwood Heights, Hanwood, Shropshire.

Woodsyde Developments Ltd have been commissioned by Shropshire Homes to carry out a review of the position of the fence and requisite visibility issues at Plot 40 Hanwood Heights, Hanwood, Shropshire.

It is noted that Plot 39 and the parking thereto is to the rear and north-eastern boundary of Plot 40. In terms of the visibility for vehicles emerging from the drive to No.39, this would not be dissimilar to any arrangement where perhaps a larger van/vehicle parked in one of the spaces and the car adjacent to it was pulling out of that particular space. Here there would be little to no visibility from vehicles emerging from that particular space. Moreover, this would provide no greater intervisibility for any pedestrians using the path. We have indicated below a similar such scenario which strangely enough exists on the first phase of this development, but is located in a position where the road will see more traffic and there is likely to be more pedestrians on the path. This arrangement has been in-situ for at least 5 years and to our knowledge this has not caused any issues.



Photo 1 – Enclosed fence adjacent to footway boundary with driveway to the rear.

Furthermore, in terms of visibility, Manual for Streets suggests that this should be provided to the width of the footway and an 'x' distance of 2.0m. The 'y' distance should be equivalent to the design speed of the estate road, which would be 20mph, hence the visibility distance of 25m, which can be achieved to the turning head. Fortunately, the proposal is in a position at the end of a cul-de-sac and will have minimal impact on either pedestrian or vehicles using the roads and footways in this location. Notwithstanding the position of the fence, there is excellent forward visibility along the cul-de-sac, such that vehicles can be seen reversing off the drive and where pedestrians could await the vehicle to emerge before passing behind it. I am sure there are many situations across the County on older and new developments where a similar arrangement has been made and some of these are shown below and to our knowledge have not caused any issue. We are sure that all residents would wish to maintain the safety of the development and at a similar time would be respectful to each other and if pedestrians are using the path and vehicles are emerging, then vehicles would undoubtedly stop upon seeing a pedestrian and where a degree of courtesy would be extended to each party.

It is considered that safe and satisfactory vehicular and pedestrian facilities are still available and that there are no highway safety issues as to why this arrangement should not be acceptable. A number of similar arrangements within the County, that have been approved

and built are shown below and as far as we are aware work well and there have been no problems with these.



Photo 2 – Parking arrangement to the rear of boundary wall.



Photo 3 – Access to a parking court with boundary walls immediately adjacent to the rear of the footway of the highway boundary.



Photo 4 – Number of parking spaces to residential properties with boundary walls immediately behind the highway footway.