

Appendix 8 Response From The Highway Authority



sean Hannaby <hannabyplanning@gmail.com>

Land at 40 Victoria Road, Fleur-De Lis

1 message

Cooper, Lisa <COOPEL3@caerphilly.gov.uk>
To: sean Hannaby <hannabyplanning@gmail.com>

Tue, Dec 19, 2023 at 2:00 PM

Dear Mr Hannaby

Having reviewed all documents submitted on-line for the above PAC consultation, the Highway Authority would comment as follows:

- The principle of developing 5 plots at this location is **acceptable** in highway safety terms, give that a shared private driveway with a minimum width of 4.1m is proposed, which incorporates a turning facility to cater for calling service and delivery vehicles. Whilst the section of driveway fronting Plots 3-5 narrows, there is a passing bay proposed which would enable 2 vehicles to pass each other unhindered, with adequate forward visibility;
- The proposed private driveway arrangement incorporates a turning facility to cater for calling service and delivery vehicles. This would prevent vehicles from reversing onto The B4252/ Victoria Road, which is classed as a distributor road in the LDP. Therefore it is essential that any future formal planning application submission incorporates a turning facility of similar proportions, to prevent reversing manoeuvres to and from the highway. Ideally, a vehicle swept path drawing should be submitted as part of any future application which demonstrates the largest vehicle which could safely enter and leave the site in a forward gear;
- A vision splay of 2.5m x 43m is shown on the submitted plan, which is adequate to cater for the speed of traffic on Victoria Road and thus would amply meet the criteria of Manual for Streets;
- Parking throughout the development will need to be provided in accordance with LPD5 Car Parking Standards. Assuming that each dwelling would have at least 3 bedrooms, this would lead to a requirement of 3 off-street parking spaces per dwelling. Standard external spaces need to measure 2.6m x 4.8m each, with garage spaces requiring clear internal dimensions of 3m x 6m for a single garage space, or 6m x 6m for a double garage. There appears to be ample scope to achieve this.

The existing access which serves no.40 Victoria Road would need to be stopped-up in a manner to be agreed in writing with the LPA prior to the proposed new shared private driveway coming into beneficial use, with the brand new access requiring a properly-formed vehicular crossing, constructed under licence/agreement with the Highway Authority. It is acknowledged that the existing street-lighting column adjacent to the proposed new site access has been catered for on the submitted layout plan in terms of its relocation, which again would require the consent of the Highway Authority to relocate, at the applicant's cost.

Looking at the existing access arrangement for no 40 Victoria Road, which is to be demolished to facilitate the wider development, as shown in the google image below:

<https://goo.gl/maps/Tx4dd5RUk6om1syj8>

there is clearly an existing dropped crossing within the highway (crossing a grassed verge). This is the area which we would want to be closed off/stopped up, to prevent a multiplicity of accesses in close proximity along a distributor road. Whilst this is outside of your client's ownership, this is considered irrelevant as it's within the adopted highway. Leaving this access in situ whilst adding an access to serve the proposed new shared private drive would result in a total of 4 accesses between no.41 and 35 Victoria Road, which would be excessive on a distributor road. The existing access serving no.40 would be superfluous with the creation of the new access. In addition, the existing and proposed accesses would only just over 1m apart.

It's apparent that No.41 is accessed separately from a separate highway crossing, and access to that property would be unaffected:

<https://goo.gl/maps/cFLgVs5isMip2Fg39>

I trust the above is helpful but would confirm that the advice given is offered on an informal basis having regard to the information that is at hand at the present time and is wholly without prejudice to the formal consideration given on any planning application submitted for planning permission on the site. I would also point out that any advice given by the Highway Authority can either be accepted or rejected by the Local Planning Authority in the determination of the planning application

Kind regards

Lisa Cooper

Peiriannydd Cynorthwyol | Assistant Engineer

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