



ZD481 Rectory Road Hawkwell, Essex

Highways & Transport Note

For Milenna Homes Ltd

11th October 2023

1.0 Introduction

1.0.1 This Technical Note has been prepared by Cannon Consulting Engineers (CCE) in support of a planning application for 4 dwellings on land north of Rectory Road, Hawkwell.

1.0.2 This note has been prepared following pre-application discussions with the local highway authority, Essex County Council (ECC). ECC provided a pre-application response on 5th May 2023, confirming no objection to the proposals subject to the submission of a Road safety Audit and planning conditions. A copy of the ECC response is included at **Appendix A**. The following main points were raised by ECC and further detail (where necessary) is provided.

- **Road Safety Audit**
- **Refuse swept path details**
- **All dwellings to have a minimum 2 parking spaces (secured by condition)**
- **Cycle parking to be provided to standards (secured by condition)**
- **Residential Information Pack for sustainable transport to include the provision of six one-day travel vouchers (secured by condition)**
- **Construction Management Plan (secured by condition)**

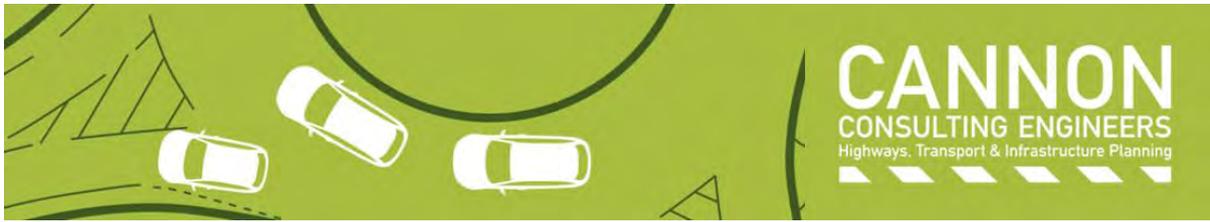
1.0.3 The Site benefits from an existing gated access and concrete road, serving a single storey building. The proposals have been discussed in detail with planning officers at Rochford District Council, and received positive comment on the retention of the existing gated access to serve a single dwelling.

1.0.4 The site location is presented below. The site fronts Rectory Road and is located between No. 382 to the west and No. 360 to the east.

1.0.5 Rectory Road is a classified road, and subject to a 30mph speed limit along the site frontage. There is a continuous footpath across the site frontage. Bus stops are located on Rectory Road, immediately opposite the site, and to the east, all within 100m. Both the eastbound and westbound stops benefit from on carriageway cage markings, post and flag and raised kerb provision, whilst the eastbound stop also has a shelter. Bus service 8 operated by Arriva, operates an hourly service between Shoeburyness and Rayleigh.



Existing Access

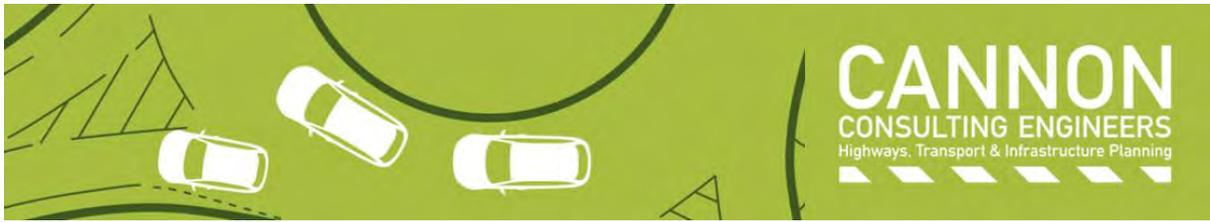


1.1 Proposed Development

- 1.1.1 The proposed masterplan is included at **Appendix B**. The development will comprise 4 residential units, with associated car parking provided in accordance with The Essex Parking Standards – Design and Good Practise (2009). Each house will have a minimum of 2 parking spaces. Each unit will also have a garage. Cycle parking will be provided in accordance with standards.



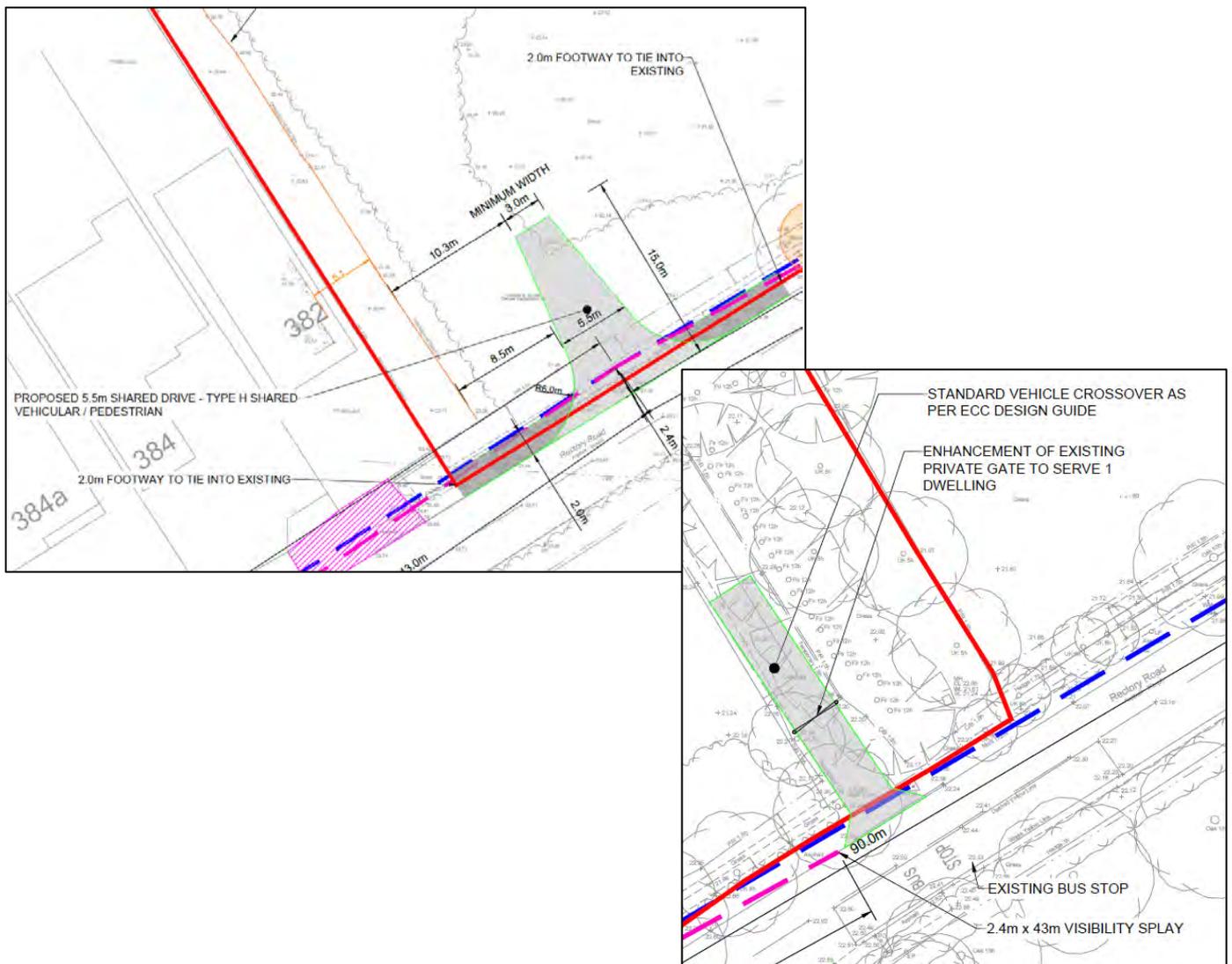
Proposed Development – Proposed 4 units Land north of Rectory Road



1.2 Access Proposals

1.2.1 The access proposals are detailed on drawing **ZD481-PL-SK-202** which details the continued use of the existing gated access to serve a single dwelling, and the construction of a shared private drive access (ECC Street Type H). The private drive arrangement includes 6.0m radii which tie into the existing footway provision. Junction visibility splays based on both MfS (2.4m x 43m) and DMRB (2.4m x 90m) are shown. MfS visibility splay principles would be sufficient in this location. The principle of access has been agreed with ECC.

Extract of Access Proposals





1.3 Road Safety Audit

- 1.3.1 A road safety audit of the proposals has been carried out, and CCE have prepared a Designers Response included at **Appendix C**.
- 1.3.2 The access proposals have been subject to a Stage 1 Road Safety Audit, and a Designers Response. The audit identified the need for existing vegetation to be clear to ensure visibility splays remain free of obstruction.
- 1.3.3 The audit included an observation regarding the form of the private access commenting that given the limited number of properties that will use the access, a vehicle crossover design may also be appropriate, which will avoid the need for radii and tactile paving. If ECC are supportive of this, the arrangements detailed on drawing **ZD481-PL-SK-202**, can be refined as part of the s278 process.

1.4 Refuse Collection & Emergency Vehicle Access

- 1.4.1 The proposed development allows for either kerbside collection on Rectory Road, which is consistent with collection arrangements for existing properties on Rectory Road. Alternatively the layout has been tracked to demonstrate that a refuse vehicle can enter turn and egress the development in forward gear.
- 1.4.2 Refuse and emergency vehicle swept paths are included on drawing **ZD481-PL-SK-203-P01**.

1.5 Policy

- 1.5.1 The following paragraphs set out national and local policy in relation to highways and transport matters. A review of relevant policy has been undertaken to identify key transport policy that needs to be considered in the promotion of any new development.
- 1.5.2 The main policy documents setting the context within which the assessment will be undertaken are:
- National Planning Policy Framework (NPPF) September 2023;
 - National Planning Practice Guidance (NPPG);
 - Rochford District Council – Local Development Framework Core Strategy (2011); and
 - Rochford District Council – Local Development Framework Development Management Plan (2014).

1.6 National Planning Policy Framework 2023

- 1.6.1 The National Planning Policy Framework was revised on 5 September 2023 and sets out the government's planning policies for England and how these are expected to be applied.
- 1.6.2 The government updates to NPPF, are in response to findings set out in 'Living with Beauty' from The Building Better, Building Beautiful Independent commission set up to advise government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods.



- 1.6.3 Section 2 sets out the overarching objectives to achieve sustainable development at paragraph 10 confirms states that *“so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.”*
- 1.6.4 Paragraph 11 states that *“plans and decisions should apply a presumption in favour of sustainable development.”*
- 1.6.5 Paragraph 11 specifies that for **decision-taking** this means:
- (c) approving development proposals that accord with an up-to-date development plan without delay; or
- (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 1.6.6 Section 9 of NPPF refers to the promotion of sustainable transport.
- 1.6.7 Paragraph 104 of the 2021 NPPF states that “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) *The potential impacts of development on the transport networks can be addressed;*
- b) *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*
- 1.6.8 Paragraph 105 states that “The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”



- 1.6.9 Paragraph 108 states that “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of the Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”
- 1.6.10 Paragraph 110 states that “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a) *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *Safe and suitable access to the site can be achieved for all users;*
 - c) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*
- 1.6.11 Paragraph 111 states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. “
- 1.6.12 Paragraph 112 states that “Within this context, applications for development should:
- a) *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*



1.6.13 Paragraph 113 states that “All developments that generate significant amounts of movement should be required to provide a travel plan and should be supported by a transport statement or transport assessment so that the likely impacts of the proposals can be assessed.”

1.7 National Planning Practice Guidance

1.7.1 The National Planning Practice Guide (NPPG) aims to provide an accessible web-based source for all national planning guidance. In the section relating to Travel Plans, Transport Assessments and Statements, the NPPG defines Transport Assessments and Statements as documents which:

“... are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).”

1.7.2 The NPPG also discusses the relationship between Transport Assessments and Travel Plans:

“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.”

1.7.3 The NPPG identifies key principles governing the production of these documents stating that they should be:

- *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and*
- *be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*



1.8 Local Policy

1.8.1 Local policy and guidance are contained within Rochford District Adopted Core Strategy (2011) and Development Management Plan (2014).

1.8.2 The following Core Strategy policies relating to transport are relevant to the proposed development.

Policy T1 – Highways

Policy requires developments to be designed and located in such a way as to reduce the reliance on the private car.

Policy T3 – Public Transport

Policy requires developments to be well related to public transport, or accessible by means other than the private car.

Policy T5 – Travel Plans

Policy requires developments over 50 units to be supported by a Travel Plan.

Policy T6 – Walking & Cycling

Policy requires developments to provide facilities for cyclists.

Policy T8 – Parking Standards

Policy requires residential developments to provide parking in accordance with minimum standards prescribed in the SPD Parking Standards Design and Good Practice (2010). Which replicates ECC own 2009 parking standards.

The proposals meet these policy requirements by:

Being located within an urban setting, having good access to public transport and walking infrastructure. Cycle parking will be provided in accordance with standards, and the development will provide residents with Travel Information Packs and six one day travel passes to be secured by condition. Car parking will be provided in accordance with the Essex parking standards. Overall these measures will encourage sustainable travel reducing the reliance on the private car.

1.8.3 Safe and suitable access by all modes of transport have been examined and will be provided as part of the proposals. Due consideration has been given to the National Planning Practice Guidance (NPPG), National and local transport policy.

1.9 Summary & Conclusions

1.9.1 The proposed development is for 4 residential units. Access proposals have been agreed with ECC and have been subject to a Stage 1 Safety Audit.

1.9.2 The development will provide residents with Travel Information Packs and one day travel vouchers.



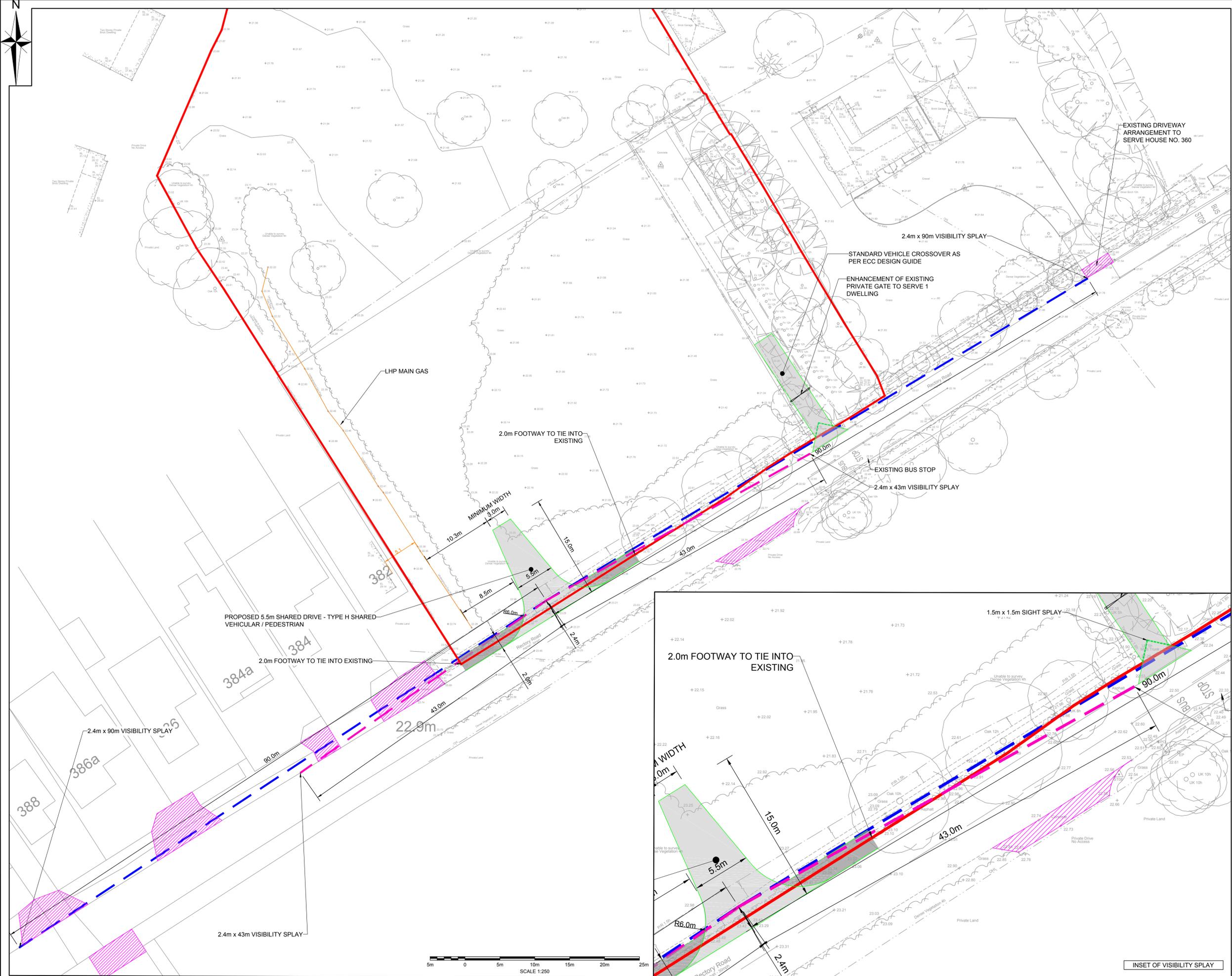
1.10 Conclusions

1.10.1 It is concluded that the proposed development accords with NPPF and local policy in highways and transport terms both in terms of network operation but also highway safety.

DRAWINGS

CCE Drawing ZD481-PL-SK-202 -- Proposed Access Arrangements

CCE Drawing ZD481-PL-SK-203-P01—Vehicle Tracking



KEY

- SITE BOUNDARY
- - - VISIBILITY SPLAYS
- PROPOSED KERB
- FOOTWAY
- CARRIAGEWAY
- EXISTING VEHICLE CROSSOVER

- NOTES**
1. LAYOUT IS BASED ON SURVEY SOLUTIONS TOPOGRAPHICAL SURVEY DRAWING NO 39207IPLS-01A DATED 30-09-22.
 2. LAYOUT BASED ON SOUTHERN ECOLOGICAL SURVEYS - TREE CONSTRAINTS PLAN TCP/RECTORY RD/HAWKWELL.16-02-22.
 3. GAS PIPELINE LOCATION INTERPRETED FROM ALIGNMENT SHOWN SURVEY SOLUTIONS TOPOGRAPHICAL SURVEY DRAWING DATED 39207IPLS-01A DATED 30-09-22.
 4. VISIBILITY SPLAYS SHOWN BASED ON MFS AND DMRB. SPEED SURVEY DATA WOULD CONFIRM VISIBILITY SPLAY REQUIREMENTS.
 5. VEGETATION UP TO 0.6M IN HEIGHT TO BE REMOVED TO ENSURE MFS VISIBILITY SPLAYS ARE UNOBSTRUCTED.

REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DRAWN BY	CHECKED BY			
	HDM				
SCALE @ A1 SIZE		DATE			
D.N.S		17.03.2023			

PROJECT TITLE
RECTORY ROAD, HAWKWELL

DRAWING TITLE
ACCESS OPTION TO SERVE UP TO 5 DWELLINGS + VEHICLE CROSSOVER

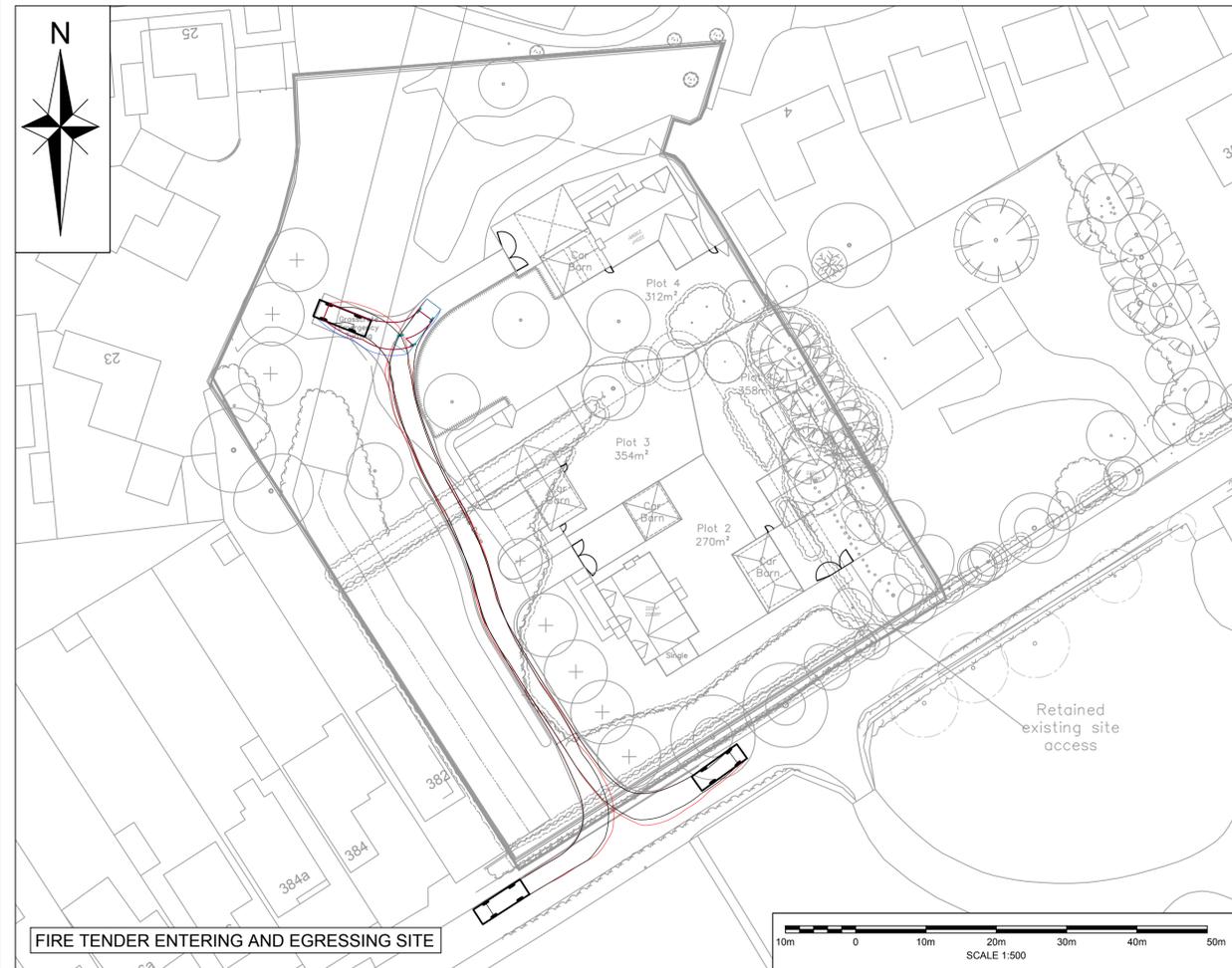
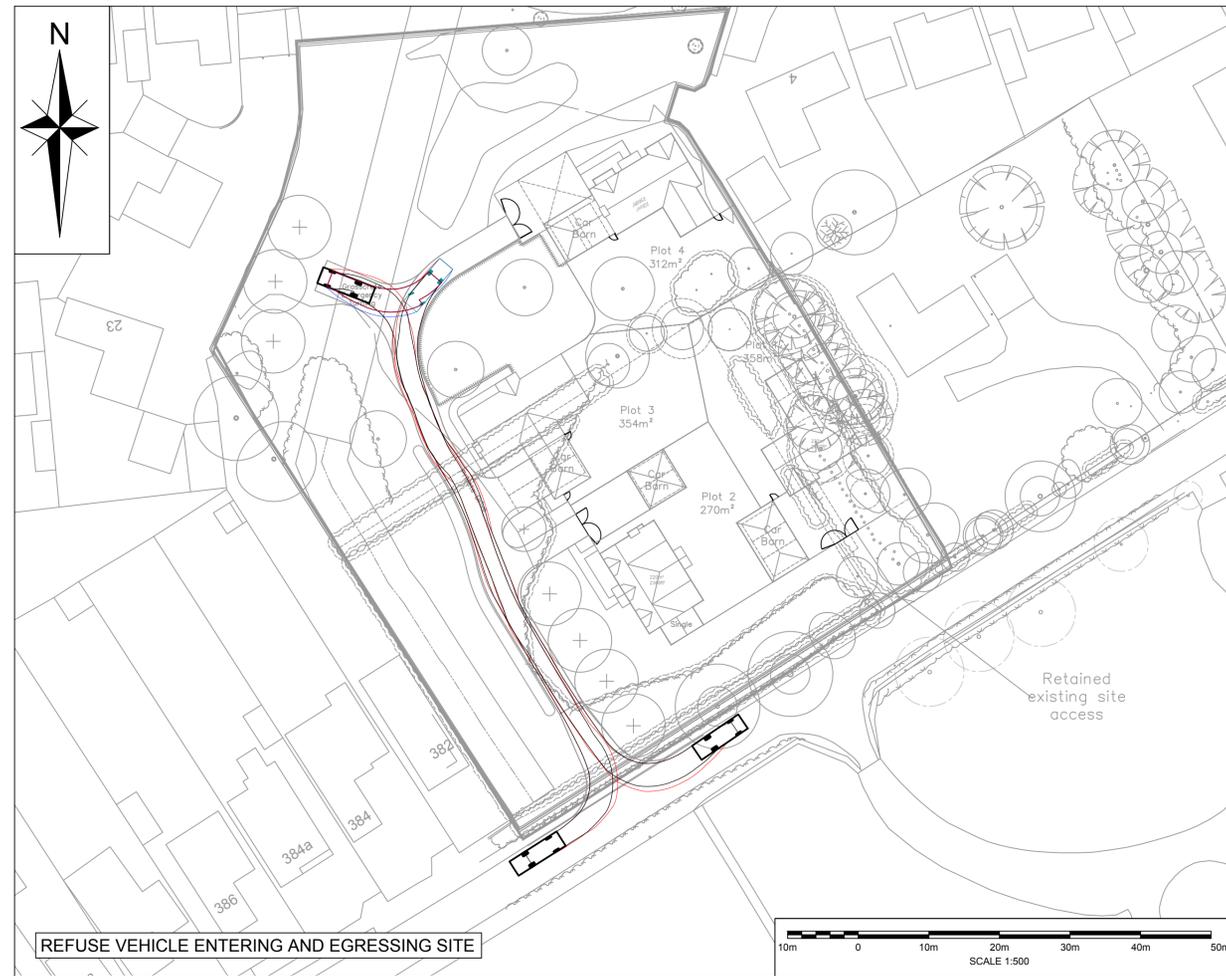
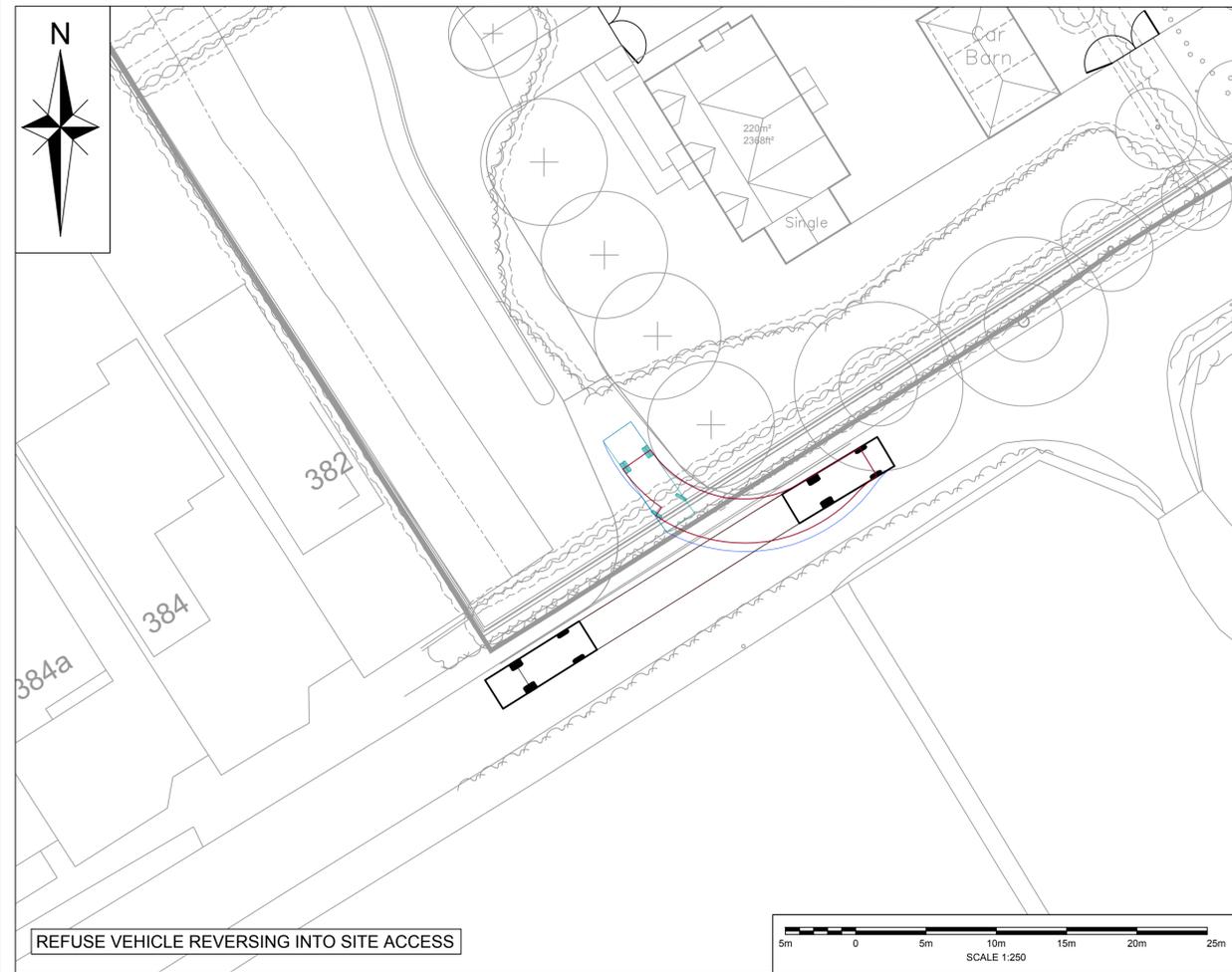
CLIENT
MILENNA HOMES LTD

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DRAWING NUMBER	REV.
ZD481 - PL - SK - 202	P01



KEY

	7.900m 2.400m 3.183m 0.388m 2.400m 6.00s 9.625m
	7.900m 2.500m 3.300m 0.140m 2.500m 4.00s 7.750m
	5.339m 1.986m 2.565m 0.338m 1.986m 4.00s 6.400m

NOTES

P01	TRACKING AMENDED FOR NEW LAYOUT	JTH	27.09.2023			
REV	DESCRIPTION	DE	DR	CH	DATE	
-	DESIGNED BY	JTH	DRAWN BY	JTH	CHECKED BY	-
SCALE @ A1 SIZE	AS SHOWN	DATE	25.09.2023	PROJECT TITLE		
RECTORY ROAD, HAWKWELL						
DRAWING TITLE						
VEHICLE TRACKING						
CLIENT						
MILENNA HOMES LTD						

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DRAWING NUMBER	REV.
ZD481 - PL - SK - 203	P01

M:\ZD481 Rectory Road, Hawkwell\3 PLANS\DRAWINGS\CURRENT DRGS\ZD481 - PL - SK - 203 - VEHICLE TRACKING - P01

APPENDICIES

Appendix A – ECC Pre-Application Highway Response

Appendix B – Proposed Site Layout

Appendix C – Road Safety Audit & Designers Response

Appendix A – ECC Pre-Application Highway Response

Appendix B – Proposed Site Layout

From: [Caroline Tracey - Strategic Development Officer](#)
To: [Elvin Moores](#)
Subject: FS-Case-501486876 - Response to request for Pre-Application advice
Date: 05 May 2023 12:49:42
Attachments: [image004.png](#)

Dear Elvin

FS-Case -501486876

In response to your request to Strategic Development for pre-application advice regarding a development proposal for 'Residential development of 4 dwellings. One dwelling to be served from the existing access, via a standard vehicle crossover arrangement. 3 dwellings to be served by a separate ECC Type H Shared Access arrangement. As detailed on drawing ZD481-PL-SK-202'. Site address: Land north of Rectory Road, located adjacent to No. 390 Rectory Road

The comments of the Highway Authority are as follows:

I have carried out a site inspection and the site currently includes a dropped kerb access to the east of the site frontage. The site is adjacent to Rectory Road which is a classified road and the speed limit at this section is restricted to 30mph. There is a continuous footway across the entire site frontage. I have examined the highway record and the highway boundary extends back approx. 2 metres from the nearside edge of the carriageway along the site frontage. There are various utilities in the highway margin and there is a ditch immediately behind the highway boundary. Any alterations to the footway and the new vehicle crossover may require the relocation of utility apparatus and must include an appropriate vehicle crossing of the ditch.

The submitted planning drawing ref ZD481-PL-SK-202 demonstrates that the new shared vehicle access to the west of the site, is proposed with visibility splays of 90 metres in each direction as measured from and along the nearside edge of the carriageway. This would provide private access to three dwellings within the site. The shared vehicular access point shall be constructed at a minimum width of 5.5 metres for the first 6 metres into the site as measured from the back edge of the highway boundary and shall include 6 metre kerbed radii and 2 metre footways either side of the access, which will tie into the existing footway. Given that the new access will connect to a classified road, the Highway Authority will require a stage 1 road safety audit to be submitted at the time of an application.

An additional dwelling is also included, and this would utilise the existing vehicle access to the east. The visibility splays for this access should be restored and any gate provided at this access must be inward opening and set back a minimum of 6 metres from the back edge of the highway boundary.

The internal site layout shows each dwelling with a minimum of two parking spaces and turning areas. The three dwellings would also share the private road for access and a turning area is also included for emergency vehicles. The Highway Authority would advise that any planning application should also include a suitable vehicle tracking diagram to demonstrate how refuse vehicles would service the dwellings within the site. The indicative layout also includes a pedestrian footway to the north of plot 4, which appears to connect to the highway footway between Beehive Lane and Spruce Drive. The applicant should be advised to contact the relevant landowner regarding any potential connection across third party land to tie into the highway footway. The

applicant should note that it is unlikely that the Highway Authority would adopt the access road or the private footway.

In summary if a planning application were to be submitted taking account of the above pre-application comments, in principle the Highway Authority would not have an objection subject to the following additional conditions:

1. All dwellings shall be provided with a minimum of two on-site vehicular parking spaces. Each parking space shall have minimum dimensions in accordance with current parking standards.
2. No unbound material shall be used in the surface treatment of the vehicular accesses within 6 metres of the highway boundary.
3. There shall be no discharge of surface water from the development onto the highway.
4. The Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.
5. No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for;
 - i. the parking of vehicles of site operatives and visitors,
 - ii. loading and unloading of plant and materials,
 - iii. storage of plant and materials used in constructing the development,
 - iv. wheel and underbody washing facilities.
6. Prior to first occupation of the proposed development, the Developer shall be responsible for the provision, implementation, and distribution of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.

Informatives:

- The applicant should be made aware of the potential relocation of the utility apparatus and/or highway signs in the highway; any relocation shall be fully at the applicant's expense.
- Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore, the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway.

- Under Section 23 of the Land Drainage Act 1991, prior written consent from the Lead Local Flood Authority (Essex County Council) is required to construct any culvert (pipe) or structure (such as a dam or weir) to control or alter the flow of water within an ordinary watercourse. Ordinary watercourses include ditches, drains and any other networks of water which are not classed as Main River.
- If you believe you need to apply for consent, further information and the required application forms can be found at www.essex.gov.uk/flooding. Alternatively, you can email any queries to Essex County Council via watercourses@essex.gov.uk
- The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes technical check, safety audits, site inspection, commuted sums for maintenance and any potential claims under the Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required as security in case of default.

I trust these comments are useful in bringing forward your development proposals.

The content of this communication is based on information supplied at the time of the enquiry and is not a formal response to a planning application. Please be aware that it may not reflect the contents of any formal reply made by the Highway Authority in response to an official consultation from the LPA on a planning application submitted for a proposal containing more detailed information and following comprehensive internal consultation with appropriate departments of Essex Highways; particularly if in the opinion of the Highway Authority highway safety, efficiency and accessibility standards cannot be achieved.

Kind regards

**Caroline Tracey | Strategic Development Officer
Strategic Development**



SAFER / GREENER / HEALTHIER

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Legend

Paving / Surfacing

-  Brett Alpha Flow permeable block paving in Charcoal colour in 3 sizes 80mm thick, laid in stretcher course pattern with single block border
-  Brett Alpha Flow 200x100mm permeable block paving in 'Bunt Ochre' (single size) 80mm thick laid to 90 degrees herringbone pattern with single block border to edges
-  Grasscrete
-  Breedon Golden Amber Gravel Path
-  Light grey coloured limestone paving slabs

Landscaping

-  Existing trees / vegetation retained
-  Proposed tree
-  Rear garden lawn
-  Flowering lawn mix grassland to front gardens and P.O.S.
-  Wildflower grassland with drifts of bulbs
-  Proposed native species hedge 2.4m high
-  Proposed low native species hedge 1.1m high
-  Proposed ornamental planting to plot frontages
-  Topiary accent planting
-  Climbing plant station

Features

-  Garden fencing 1.8m high (see architects fencing plan for details)
-  Timber picket fence painted white 0.9m high
-  Metal estate fencing painted Ivory colour with cast iron posts and finials
-  Proposed garden walls 1.8m high
-  Automatic gates to driveways (see precedent images below)
-  Timber gates 1.8m high
-  Timber bollards 590mm high with white reflector strip spaced 2.1m cts
-  Lockable droppable bollards to provide maintenance access to P.O.S. areas
-  Curved timber bench beneath tree

-  Gas Easement
-  Development Boundary
-  Existing Tree Planting Shade
-  Proposed Tree
-  Proposed Hedge
-  Existing retained tree and RFA

- Boundary treatments**
-  1.8m high close board fence
 -  1.8m high brick wall

Milenna Homes

Project:-
Land North of Rectory Road Hawkwell Essex



Description:-
Development Layout

Scale:- 1-500 @ A3
Date:- Dec 2022
Drg no:- OC198-PL-02b
Revision:- J



Appendix C – Road Safety Audit & Designers Response



**ZD481 Rectory Road, Hawkwell Essex Stage 1 Road Safety Audit Response
For Milenna Homes
August 2023**

1.0 Introduction

1.1 Road Safety Consultants (RSC) have been commissioned by Cannon Consulting Engineers (CCE) to carry out a Stage 1 Road Safety Audit (RSA) of the proposed access arrangements at land north of Rectory Road, Hawkwell.

1.2 The access arrangements have received in principle agreement with ECC, subject to a Stage 1 Safety Audit being undertaken and Designers Response.

1.3 The Stage 1 Road Safety Audit was carried out in July 2023. The audit comprised an examination of the following information:

- Drawing ZD481-PL-SK-200

1.4 The RSA prepared by RSC dated 03.08.2023 is contained at **Appendix A**.

1.5 The Designer's Comments to the Stage 1 RSA, set out as follows:

- Column 1 – identifies the item number (or paragraph number) in the Stage 1 RSA and summarises the problems identified within the Audit;
- Column 2 – sets out the Auditor's recommendations;
- Column 3 – sets out the designer's comments to these problems and recommendations; and
- Column 4 – allows for comments from the Highway Authority.

DESIGNERS RESPONSE: - RECTORY ROAD, HAWKWELL – PROPOSED ACCESS

Proposed Works				
Item	Problem	Auditor's Recommendation	Designer's Response	Highway Authority Response
3.0 - Problem				
3.1	<p>Location: At the access for three properties</p> <p>Summary Review</p> <p>Vegetation within the side road visibility splay may lead to failure to give way type collisions.</p> <p>At the access for the three residential properties, there is vegetation along the site boundary and along the property boundary of 382 Rectory Road. The site is located on the edge of the built-up area and with hedges and trees along the edge of the highway this appears to be rural in nature. Vehicle speeds may be higher than the posted speed limit due to the environment. The combination of vegetation and actual speeds may mean that there is reduced side road visibility (although it is acknowledged that both a 2.4m x 32m and a 2.4m x 90m visibility splay is indicated) and this may lead to failure to give way type collisions.</p>	<p>It is recommended that adequate side road visibility is provided, consistent with free flow 85th percentile speeds. This may require the cutting back of vegetation.</p>	<p>Accepted.</p> <p>Visibility splays will be provided in accordance with the posted speed limit, and will be cleared where required to ensure they remain free from obstruction. This will also provide improved visibility for existing properties such as 382 Record Road, identified in the audit.</p>	

Drawings
Drawing ZD481-PL-SK-202

Appendix A

Stage 1 Road Safety Audit (prepared by RSC August 2023)