

Hi Jon

Highways comments pasted in below, with my responses in red:

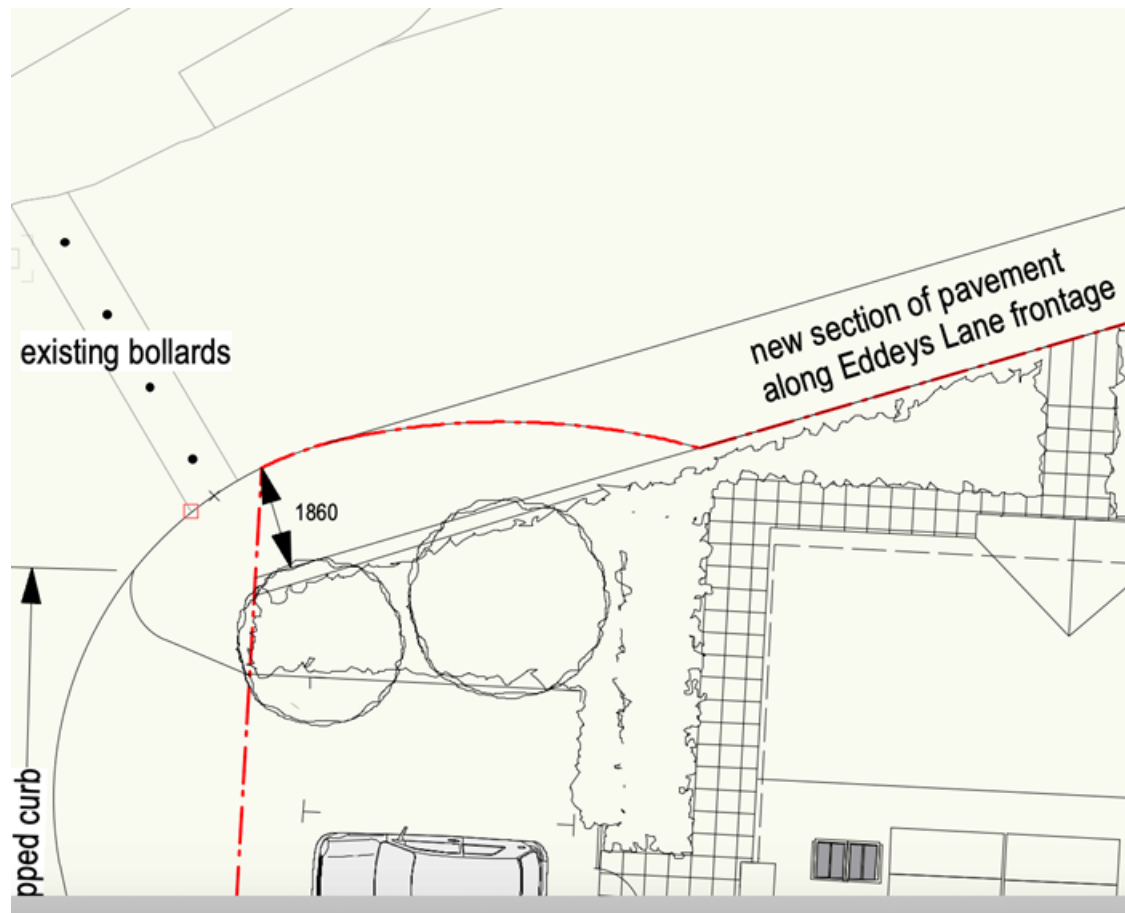
The proposal refers to the development of six new dwellings, 4 x 5 bedrooms and 2 x 6 bedrooms, following the demolition of existing buildings.

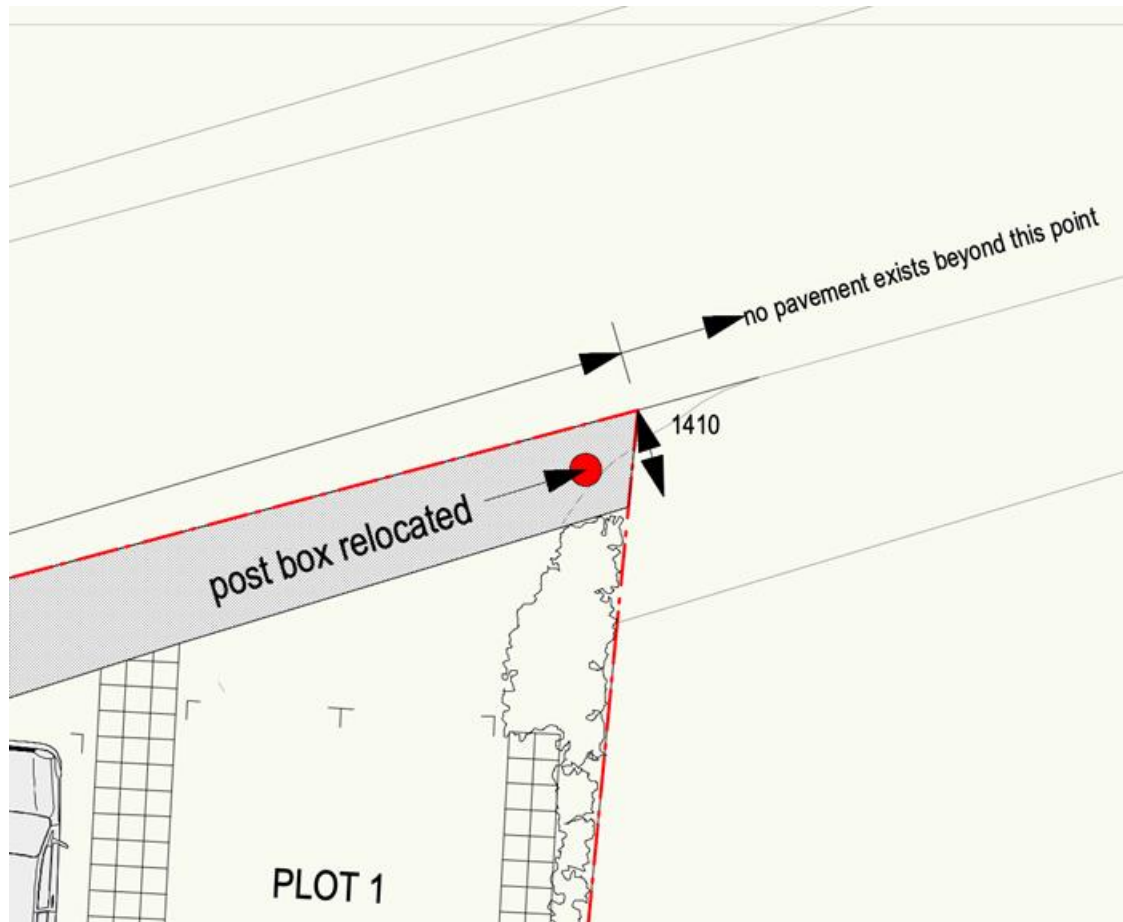
A Transport Statement (2020) is submitted and it would appear that this document relates to an a development of 9 houses and refers to an access road from Eddeys Lane to serve 5 plots with 4 served from the Beech Hill frontage rather than the current application.

The Highway Authority have previously recommended approval subject to conditions for application 58616 which received planning permission on 9 September 2020, so the principle of redevelopment to provide 6 dwellings is accepted. I infer from this that as the current proposal does not differ in this respect from the approved one, that the principle of development is accepted by the Highway Authority and the 2020 Transport Statement continues to be valid.

The arrangements for the form and layout of the dwellings and their associated parking in the current application have changed and the Highway Authority would therefore make the following comments in relation to the current layout plan referenced TP02. (Now TP12).

The submitted layout drawing will need some amendments before the Highway Authority can recommend approval. The layout should include a continuous footway connection across the frontage of the site to Eddeys Lane with a preferable (noted) width of 2m to tie into the existing footway to the eastern side of Beech Hill. Currently part of the landscaped area at the corner of Eddeys Lane with Beech hill is within the extent of public highway and would require an extinguishment/stopping up of highway rights. The applicants should ensure that the design has regard to the existing extent of highway boundary as provided to the Architects previously. This issue has been addressed. A continuous pavement has been provided along the entire Eddey's Lane frontage, varying in width from where it adjoins the existing pavement at the junction of Eddey's Lane and Southview Road and continues east until it meets the end of the application site, at which point it is 1.41m wide. Beyond this point there is no existing pavement. The excerpts from TP12 below illustrate:





The extent of the landscaping and parking which lay within the extent of the highway on the approved scheme has been eliminated in the current proposal, such that no part of the associated landscaping or parking now intrudes onto the highway. The extent of the highway which lies within the title plan area of the application site is shown shaded grey on TP12 and is annotated as such for the avoidance of doubt.

To enable the parking spaces to the front of properties to have an ease of manoeuvring particularly when leaving the spaces, these would be better located at right angles to the carriageway thus reducing the amount of vehicle manoeuvring being undertaken in the public highway to the detriment of highway safety. The current proposal represents an improvement over the approved scheme by providing for all parking to be located at an angle of 74 degrees to the highway (plot 3 of the approved scheme has two parking bays arranged parallel to the highway). Whilst not at 90 degrees I would suggest in the light of the Highways comment *"- the location of the site close to the road closure and opposite a junction, speeds will be below the 30 mph speed restriction which applies here"* that the parking layout is nevertheless safe, and other than plot 3 follows the alignment of the previously approved scheme.

In practical terms parking spaces are more workable when hard surfaces are available to each side to avoid damaging planted areas. This advice has been adopted, with the exception of plot 4, in order to achieve a balance between hard and soft landscape, and for the benefit of the plot 4 garden size.

The number of parking spaces for cycle and car parking are a matter for consideration of EHDC as Local Parking Authority based on the adopted EHDC Vehicle Parking Standards (2018). Provision for cycle storage has been made, but it is anticipated it will be the subject of a condition.

Whilst no visibility splays are shown on the drawings with 2 metre width footways at the driveways and the location of the site close to the road closure and opposite a junction, speeds will be below the 30 mph speed restriction which applies here. **Noted.**

Having regard to the above comments the Highway Authority would recommend a holding objection until revised layout drawings have been provided.

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