Highway Development Control Consultation Response

Planning Application Ref: PL/2023/08583

Site Address: Land off Park Road, Malmesbury, SN16 0QW

Proposal: Discharge of conditions 6, 7, 9, 10, 11, 12, 14 & 15 relating to 19/05898/OUT ("Outline application for up to 50 residential units, internal road, parking, open space and associated works, with all matters reserved other than access")

Date of Further Consultation Response: 12th August 2024

I refer to the further revised drawings received on 22nd July and 7th August 2024, including the Highways Response Note dated 22nd June 2024, which have been submitted in response to the previous consultation response.

I have made comments on the further amended plans and details submitted with the reserved matters application, PL/2023/07797, and the layout is now considered acceptable in highway terms.

Further clarification of the detail of the emergency access route and its connection to the public highway of Park Lane has been provided, although it is advised that further detail will be provided of the means of control of the gated access as required as part of the condition 12 on the permission for 19/05898/OUT.

Condition 12 reads "*No development shall commence on site until a Flooding Emergency Access and Egress Management Plan (the Management Plan), taking account of guidance in the Planning Practice Guidance on how to ensure safe access and egress to and from the development and including details of the lockable bollards as shown on approved drawing No H656/03 Rev E and the arrangements for their access by the emergency services, has been submitted to, and approved in writing by, the local planning authority. The access and egress provisions from the approved Management Plan shall be implemented prior to the first occupation of any dwelling on the site and emergency access and egress shall be maintained in accordance with the approved Management Plan thereafter."*

The submitted Highways Response Note dated 22nd July 2024 states *"As per Condition 12, these details will be agreed with the LPA prior to the occupation of the site and secure by condition.*

Regarding how the connection of the emergency access with Park Lane will be treated, this will be confirmed during the detailed design stage however it is expected the treatment will likely comprise a permeable hardstanding from Park Lane up to the first gate along the emergency route, with the rest of the emergency route comprising a similar surfacing to the Netpave 50 shown on drawing LHMalmesbury.1/30."

The drawing no. LHMALMESBURY.1/30 indicates the provision of a gate set back 9m from the Park Lane carriageway edge with 2m by 70m visibility splays from the access.

As the full detail of the Management Plan are suggested to be agreed with the LPA prior to the occupation of the site, and will be subject to detailed design, I do not consider that condition 12 can be wholly discharged at this time.

With regard to conditions 14 and 15, the Highway Authority has received engineering drawing submissions in relation to the highway improvement works on Park Road and the

on-site estate roads, but as yet these details have not received full technical approval to enable the appropriate Section 278 and Section 38 Agreements to be progressed.

Conditions 14 and 15 are repeated below.

14) No development hereby permitted shall commence until full engineering details of the highway improvement works to Park Road and the realignment of the carriageway into the development site in accordance with approved drawing H656/02 Rev.F, have been submitted to, and approved in writing by, the local planning authority. The development shall then be carried out in accordance with the approved details. No dwelling hereby permitted shall be first occupied, until the visibility splays shown on the approved plans at the junction of Park Road with the site access road have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall be maintained free of obstruction thereafter.

15) No development hereby permitted shall commence until details of the internal estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, have been submitted to, and approved in writing by, the local planning authority. The works shall be implemented in accordance with the approved details and timetable.

There have been no additional engineering drawings submitted with this consultation, and whilst the details of the alignment of the access road and the forward visibility splay have been indicated, there are no full engineering details of the change in the road alignment and the highway improvements to indicate the construction details, kerbing, sections etc. which are required for the full technical approval of the proposed arrangement. This is the same for the internal estate road.

As stated above, the full engineering drawings have been submitted to the Highway Authority for approval, but on the basis that these details have not been formally approved, and not submitted as part of this planning application, I am unable to recommend that conditions 14 and 15 be discharged at this time.

If you have any queries regarding the above advice, please contact Amanda Hall on 01225 713323, amanda.hall@wiltshire.gov.uk