

Highway Development Control Consultation Response

Planning Application Ref : PL.2026/04078

Description /Location : Lottage Farm, Lottage Road , Aldbourne

Date of response 18/08/26

Dear Audrey

I apologise for the lateness of my reply.

The principle of a housing development at this location has been established under the Outline Permission . As part of this reserved matter application I have assessed the internal layout and have several issues with the current design, which I will highlight below .

Measurements

From the assessments I have undertaken I am finding that there is an inconsistency across different plans with some measurements . For example the measurements for the width of the access spur to parking spaces 21-22 seems to vary from less than 5m to just over 5m depending on which plan is being measured . I suggest the applicant ensures that all plans meet a single measurement.

Access

I am broadly content with the access proposed and the proposed footway to link the current one on Lottage Road. The applicant should also be providing the visibility splay for the access in this submission. There should also be shown a pedestrian visibility splay for the path exiting onto Lottage Road.

Highway Adoption (Section 38)

The access works will be required to meet highway standards as they will be subject to a S278 agreement.

However, I am unsure if the applicant intends to have the internal roads adopted by the LHA. I can confirm that the LHA would wish them to be bought forward for adoption. It is a desire both locally and nationally that housing estates of this number of dwellings do not remain as private and the applicant should be making every effort to bring it forward for adoption. If the roads were to be offered for adoption then it would be impossible to accept porous paving as part of the adopted road layout (I note that it is being suggested for use). Also the use of retaining structures and steps should be avoided in any areas required for adoption.

I note that engineering drawings and construction details have been submitted . I am not going to comment or approve any drawings of this nature as part of the planning process as the approval will sit under the S38 submission process once planning has granted approval and if the road is bought forward for adoption.

Visibility Splays

The applicant has provided a visibility splay drawing for forward visibility at the bend the area which it covers will need to be suitable for adoption by the LHA (cleared of obstruction and accessible).

Visibility splays at driveways must be demonstrated. This is particularly necessary on driveways which exit onto the shared surface road where there is a possibility of pedestrians being able to walk along any part of the road. The driveway splays should have a minimum design of 2.4m x 2.4m located at each side of the driveway from the back of the road/footway (for plots 17-20 and plot 1- from the edge of the carriageway will be acceptable) kept clear from obstruction at and above 600mm .

Layout

There should be a turning head added near to plot 17 (farm access) to accommodate any visiting large delivery vans etc. On the site Plan I can not see plot 23 , forgive me if it is my miss interpretation. In regards to dropped kerbs and pedestrian accessibility the applicant should be providing dropped kerbs at the turning head near plot 1 and adjacent to plots 6 and 7. There is no need for a length of path opposite plot 6 to the visitor bay and this should be removed.

Parking Layout

As per our emerging parking strategy all parking spaces should be a minimum of 2.5m x 5m , with any between boundaries being 3m x 5m and internal garages a minimum of 3m x 3m internal measurements. Though many of the spaces for the larger houses do accommodate this requirement the spaces to wards the south of the sit become progressively cramped and start to vary in sizes. For example the layby spaces for plots 16-25 appear to be different lengths whereas they should all be a minimum of 2.4m x 6m . The spaces for plots 14-16 and 21-22 all appear to be less than 2.5m width and some shy of the current 2.4m in width. The applicant will need to do a reassessment of the layout and ensure all spaces meet requirements. All parking spaces must have a minimum of 5.5m to the rear for access which (depending on which plan you look at) is not being achieved for spaces 21-22. For all spaces directly off a shared surface road a 0.5m buffer strip should be added.

Bin and Cycle storage

Bins cannot be left at the rear of garages , this is not conducive to regular use with the risk that they will be left permanently on the footways and in the shared use road. The applicant must design the site to have a specific easily access bin storage location for each plot. There should also be an indication on the submitted drawings for cycle parking.

Summary

I am generally accepting of the general layout of the site, however the applicant has several points which need addressing before I can conclude on my assessments.

With regards
Hannah

Hannah Jones
HDM

