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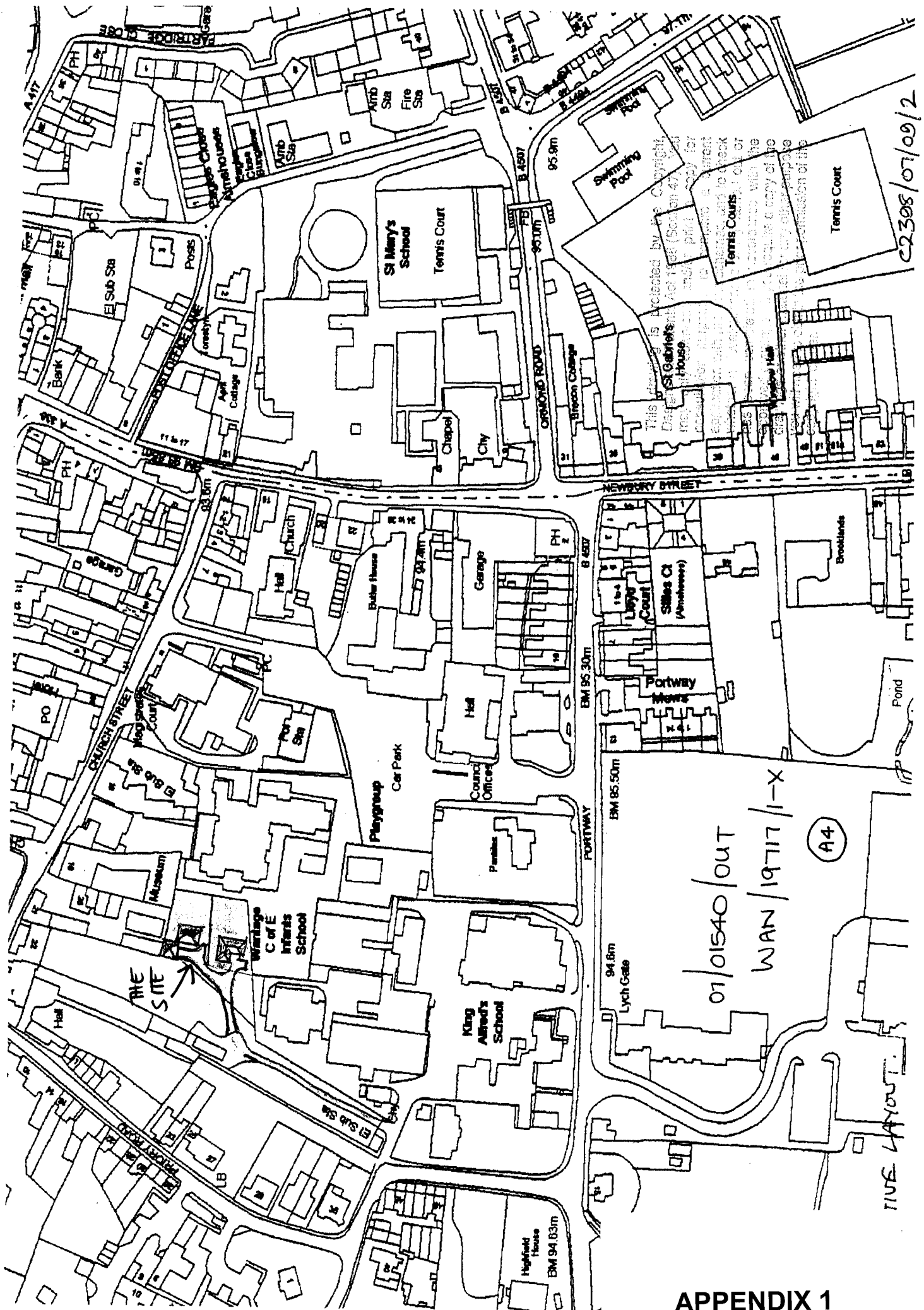


C2398/07/09/1

(A4)

SITE PLAN.

APPENDIX 1



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TINE LAYOUT

APPENDIX 1

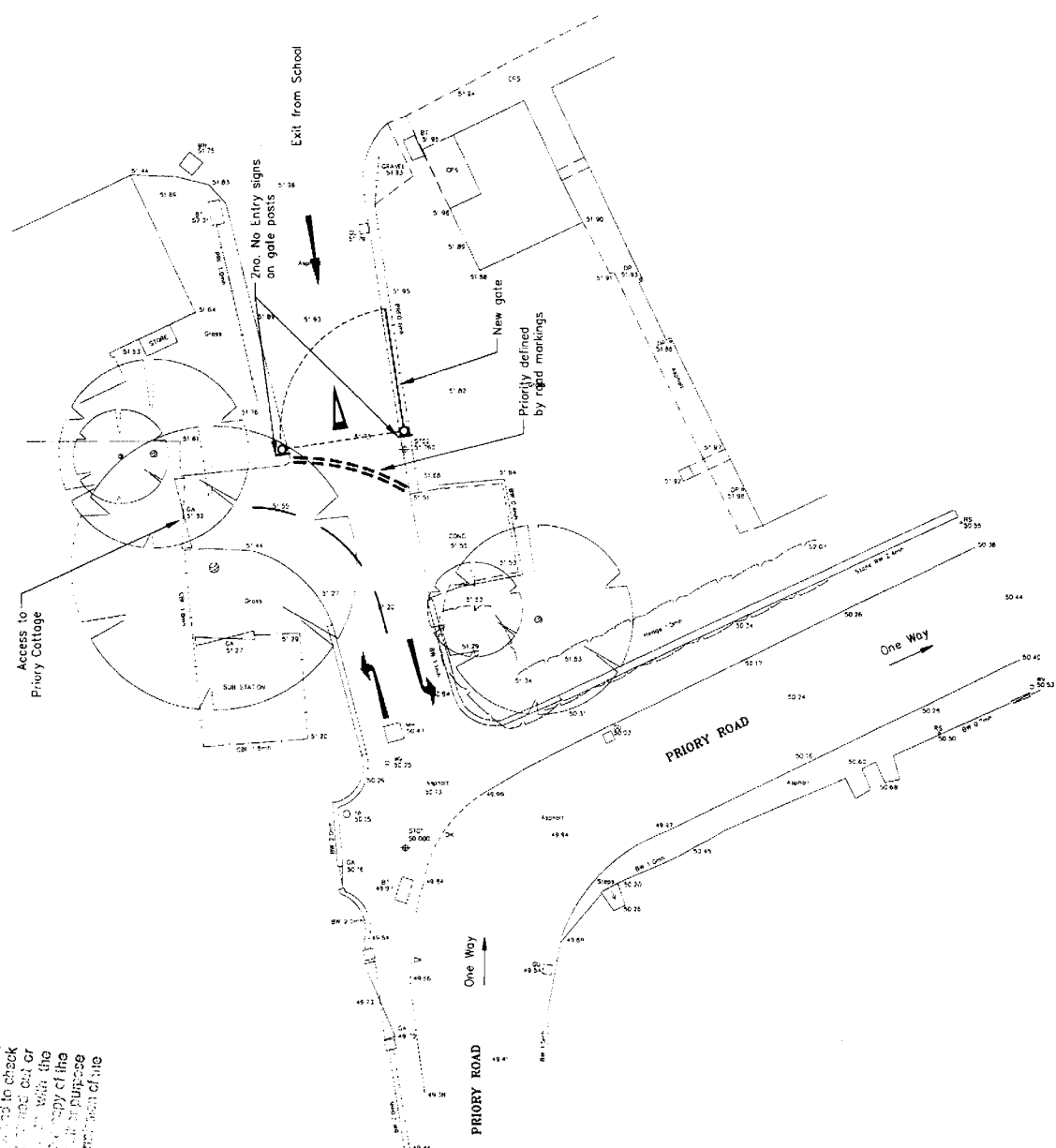
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Rev	Description	Date	Checked
 Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: 01235 815500 Fax: 01235 817700 info@glanville.gov.uk www.glanville.gov.uk			
Client:	Terry Ryland		
Project:	Priory Cottage Warrings		
Title:	Proposed Access Alterations		
Project Engineer:	J. Birch	Scale:	1:200 @ A3
Project Director:	P. Hodgson	Date:	July 2007
Status:	PRELIMINARY		
Drawing No.	TR270545/02		
Rev			

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APPENDIX 1

County Engineer comments

The proposed access/egress point for the proposal abuts the school egress, also used by pedestrians/cyclists into the school, onto Priory Road. Although the school operates an 'informal' one way system from Portway through the school this does not appear to be enforced – in any case the applicant appears to have a right of access against the informal one-way system.

The junction of the school egress onto Priory Road, a one-way road, has acceptable vision with vehicles only approaching from the right hand side. The geometry of the highway in the vicinity constrains speeds of vehicles approaching/passing the school egress.

The width of the school egress up to the highway boundary, a length of about 10 metres, is about 4 metres wide. Vehicles (cars) can pass each other in this width albeit slowly. Widening this width to ease passing of vehicles (say to 4.2 metres) may encourage speed where pedestrians/cyclists are to be expected.

The Transport Statement submitted with the application is noted. The Local Highway Authority concurs that the proposal can only add a low number of additional movements to/from the access. The proposed intensification of use may not be desirable, however given the good vision for vehicles egressing onto the school access, the necessary low speed of vehicles due to other traffic (pedestrians/cyclists etc.) it is considered that some improvements in the immediate vicinity are likely to mitigate concerns so as to make the proposal acceptable.

Therefore in the opinion of the Local Highway Authority the proposals submitted in the Transport Statement may be improved by:

- Ensuring priority for school traffic and the use of the rumble strip across the access proposed for the development,
- Similarly a rumble strip across the proposed school gate (and at the highway boundary) can only encourage low speed for vehicles egressing across the school. However, in this the accessibility to/from the school for users of wheelchairs, prams and cycles will need to be taken into account.
- Contributions to public transport infrastructure in the vicinity may be necessary by way of a Unilateral Undertaking – to be advised (informative)
- Given the length of the access to Priory Cottage and the proposed 2 dwelling units it would be appropriate to provide 2/no passing bays
- Any gates to the access should be set back 5.8 metres minimum and open inwards only to ensure no obstruction to the school egress
- Provision for the turning of servicing/emergency vehicles will need to be provided given the distance from the public highway. What is proposed for refuse collection given the vicinity?
- Pedestrian awareness vision splays would be improved by the removal of hedging on top of the retaining wall to the south and replacing with railings
- To ensure that deliveries/works necessary in implementing any permission that may be granted are submitted, in the form of a works/delivery management plan for consideration and approval.