

From: Alan Walters **Sent:** 04 December 2016 21:51
To: North2
Subject: Reference APP/APP/B3438/W/16/3159689 objection

Dear Sirs,

I am writing to further object to the planning application and subsequent appeal, reference APP/APP/B3438/W/16/3159689, for development of Land Adjacent 17 Saltersford Lane, Alton. I live at Glenfield, adjacent to the south side of the proposed access road and with a view over the land for the proposed houses.

I am against the appeal proposals and agree with Staffordshire Moorlands District Council in respect of the access road. My previous objections remain and, in addition, I would make the following observations concerning the proposal:

Public Transport

The planning appeal states that Alton enjoys good public transport links. It should be noted that this is no longer the case and Alton has no regular public transport.

Access Road

The Staffordshire Residential Design Guide gives guidance on the design of roads for such a development. Although the proposed road is about 300 m long in total and longer than the 150 m maximum cul-de-sac length for a **Minor Residential Access Road**, it does not appear to be a higher level road.

Taking the road to be a Minor Residential Access Road the following sections are relevant:

139 A carriageway width of 5 metres is required. The road may provide frontage access to dwellings although any access located within 30 metres of a junction with a distributor road must enable drivers to emerge onto the road in a forward gear.

140. A minimum 1.8 metre wide footway is required each side of the carriageway although a single 1.8 metre wide footway is acceptable where less than 25 dwellings are being served. On the opposite side of the carriageway either a service or grass verge strip is required, as appropriate.

If the road at the narrowest part is considered a **Minor Access Way**, although it does not meet the requirement for this category since the proposed road is 3 times the maximum length for this category of road, the following sections apply:

149. At densities less than 20 dwellings per hectare, for developments that allow adequate off-street parking for residents and visitors the access way can have a variable width which should be designed to provide emphasis to the sense of spatial organisation sought. For practical reasons, however, the narrowest sections of the variable width road should generally not be less than 4.5 metres wide.

155. Where a variable width road of 3.5 metres is used with widened areas for private accesses and passing places a footway will always be required which can be reduced to 1.35 metres (min) if not connecting a public footpath subject to utility requirements.

157. Service strips should be 1.8 metres in width. Where services are to be provided on one side only a strip of 1.0 metre will suffice on the opposite side to allow sufficient room for vehicles to overhang the carriageway when manoeuvring and to accommodate street lighting needs.

Service strip

The Design Guide requires a service strip on the other side of a road from a single footway.

The gas supply for Glenfield and Orchard View runs to the north of the northern boundary of Glenfield, therefore a service strip will be required to the south side of the proposed access road.

The submitted plans do not provide the detail of service access to the proposed development. Additional width would be required for any other services which are to use the proposed access road.

If the road were built right to the southern boundary with Glenfield, it would risk damage to the root system of the existing hedge and could result in damage to the hedge, which is important in providing a screen from the proposed development. In addition, the hedge needs to be maintained safely.

Therefore a service strip of a minimum 1.0 m is required.

Carriageway and footway

Considering the road to be a Minor Residential Access Road, the carriage way should be 5 m and the footway 1.8 m.

If the eastern end is considered to be a Minor Access Way the minimum carriage should be 4.5 m although 3.5 m is recognised. The minimum footway should be 1.35 m.

Hedge

Section 6.38 of the appeal statement and the plan in Appendix A proposes additional hedge planting on both sides of the proposed access road. This will have the effect of further restricting the width of the road, particularly at the restriction at the eastern end.

Considering the hedge to be 1.0 m wide and allowing the minimum width for each component, the overall minimum width is:

Hedge	1.0 m
Footway	1.35 m
Carriageway	3.5 m
Service strip	1.0 m
TOTAL	6.85 m

The available width at the narrowest part is about 5.0 m and thus wholly inadequate for the provision of the proposed access road.

Access onto the proposed access road

The drive at No 7 can accommodate one car and does not permit the cars to turn round, thus they will not be able to emerge onto the road in a forward gear. The drive of No 7 is within 30 m of the junction with Uttoxeter Road and thus does not meet requirement of section 139.

The drive of Orchard View also does not permit cars to be turned round and requires the drivers to reverse out. It is about 15 m from the narrowest part of the proposed road, where approaching drivers from the proposed development would have limited visibility, and the proposed road will be single track at this stage. The additional hedge proposed in section 6.38 and Appendix A of the planning appeal will restrict the view of the driver of the reversing car such that they will not be able

to see any approaching car before the back of the car has blocked the road. This would present a significant hazard every time they reverse out of the drive.

Hedge

The proposed hedge adjacent to Orchard View will inevitably restrict light to the south facing bay window adjacent to the road if it to be tall enough to provide a visual barrier.

Access to Uttoxeter Road

There are nearly always cars parked on Uttoxeter Road adjacent to Gladstone Terrace which restricts the view of both emerging drivers and those approaching from Alton Towers. Since drivers leaving Alton Towers are at the start of a journey home they tend to drive faster than local traffic. The combination of the speed and lack of visibility would present a significant hazard.

It should be noted that Alton Towers is open from Easter to November and at the time of any visit associated with this appeal they will be closed and the traffic volumes significantly lower than in the summer.

Yours

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