

**From:** [REDACTED]  
**Sent:** 03 October 2019 13:05  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: URGENT - COMMITTEE CASE TODAY: 18/02169/FULM - Comments from Highways

[REDACTED]

As discussed this morning and in response to the points raised by [REDACTED] below. My colleague [REDACTED], who has now left the Council, reviewed the information provided with this application and provided verbal comments to you.

The Highway Development Control team uses the Council's "Highway Design Guide" to provide guidance on highway and transport related requirements for proposed developments.

We consider the guidance in light of other factors such as the need to preserve trees or other natural or conservation assets, the character of an area, the volume of traffic, vehicle speeds, etc.

When considering the types of roads described in the Guide, I agree that the closest match is the "shared private drive", although this access road also shares some of the characteristics of a "shared surface road", functioning as a one lane shared surface road with a passing place. I have set out the main requirements from the Guide and how the proposed access road compares in the table below. Other factors considered by my colleague to allow a departure from the guidance include low traffic volumes and vehicle speeds on the new access road and on Fulford Park.

Guidance	Proposed layout
<b>Shared private drive (Section 8.8)</b>	
Unadopted	The access is to remain private
Serve a maximum of 5 dwellings. Associated car parking is often 2 spaces per dwelling. This limit is set in the guidance due to concerns with maintenance liabilities for house owners.	10 dwellings and 10 parking spaces served by this access. No concerns over maintenance liabilities in this case.
No more than 25 metres long.	Criteria not met as the proposed access road is 85m long.
Carriageway width of 4.5 metres at the junction for the first 10 metres of private shared drive.	Criteria not met as width is reduced to 3.4m (based on tracking drawing provided) to protect the trees and landscape character.
Minimum carriageway width of 3.2 metres	3.4m provided (based on tracking drawing provided), increasing to 6m at the passing place.
Min 3.7 metres wide (suitable for emergency vehicles)	3.4m provided, tracking has been provided to show that a fire engine can access the site.

Adequate sight lines	Vehicular visibility splays required are estimated at maximum 2m x 25m, as the speed limit of Fulford Park is 20mph. A planning condition will require a suitable design to be agreed with highway officers and implemented before occupation. An initial review indicates that adequate visibility splays should be possible to accommodate with minor changes to the access point within the site or highway boundaries.
Vehicles able to enter and leave in a forward gear	Provided
Not located within 20 metres of a junction	Junction with Main Street is over 60m away from proposed access
<b>Shared surface road (Section 8.5)</b>	
Can serve up to 25 properties	10 properties to be served
Clear transition at the entrance	Clear from site layout and fencing
Adoptable carriageway and verge	Not applicable here as the access will remain private
Minimum width 4.5 metres (two lane access)	Width provided is 3.4m to be used as a single lane access with a passing place (6m width at the passing place) to preserve the trees and setting. Minimum width for a single lane carriageway is 2.75m (as set out in Manual for Streets, Figure 7.1).

I hope that this information is useful in showing how my colleague reached the decision that the proposal was acceptable in highway terms (subject to the conditions mentioned in your report), also considering the fact that National Planning Policy only enables a refusal on highway grounds when “there would be an unacceptable impact on highway safety” (NPPF paragraph 109).

Best regards,





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