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Town Hall  
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Weston super Mare BS23 1UJ

**Date:** 8 December 2020  
**Our Ref:** 2020-563  
**Your Ref:**  
**Reply To:** Paul Lacey  
**By Email Only**

Dear Mr Bowering

**RE: 20/P/1847 65 HOUSES ON LAND WEST OF RODNEY ROAD**

I have been asked to review recent plans submitted by Stantec in relation to the design of the access. The two plans are 46669/5501/009/B and 46669/5501/001/C.

I have prepared a plan (**Figure 1**) which identifies the main issues that need to be addressed. These are briefly summarised below:

- 1 Due to the difference in ground level between the entry point to the site and the first 60 metres of the access road it is clear that full cross sections and a long section should be provided for the first 100 metres entering the site. This will allow account to be taken of the gradient that will be necessary to get back to the site ground levels that are considerably higher than the entry point. It will also show how the road will be retained close to the bungalow on the north side of the entry. As shown on **Figure 1** the proposed road could be up to 2m higher than the ground level adjacent to the bungalow and a possible retaining wall will be very close to the bungalow walls.
- 2 The latest plans show a gap in the footway on the southern side adjacent to the Scout Building. Pedestrians will undoubtedly still use the grass verge between the two sections of footway resulting in a worn muddy track. I consider that two footways are essential due to the numerous pedestrian movements that will be taking place to the new development, the adjacent school and the Scout building and other sporting uses on the Recreation Ground.
- 3 **Figure 1** shows a revised alignment (similar to the original submitted plans) that would allow construction of footways to both sides of the road. This would clearly make the bend of the road even closer to the bungalow and when combined with detailed cross sections may indicate that either the bungalow would need to be demolished or that an access road can only be built with one footway.
- 4 A footway is shown along the north side of the grass island and is unlikely to be used by any residents of the new development. Pedestrians will always choose the shortest path which is shown in yellow on **Figure 1** and uses the existing path along the 'service road' adjacent to houses on the south side of Rodney Road. From information provided by residents this is not a private road as suggested by Stantec.
- 5 To allow full account to be taken of all the measures suggested in the two plans it will be necessary to extend the topographical survey to include all the area shown on **Figure 1** together with much greater detail within the garden of the bungalow. A significant misleading

feature of the submitted plans is the fact that the full extent of the bungalow is not shown despite the fact that the red line boundary appears to be almost touching the boundary walls.

- 6 The change in the kerb alignment on the north side of the junction with Rodney Road is probably not required especially if the footway along the side of the island is removed from the proposals.
- 7 The plans show a possible one-way scheme which will be subject to a separate Traffic Regulation Order process. This is subject to its own consultation process and may not be agreed even if the development application is approved.
- 8 Visibility splays will be required from all proposed crossover access points and are not shown on the plans. The splay for emerging vehicles from the bungalow (to the west) may be difficult to achieve due to the acute angle and the possible retaining wall and/or boundary fence.

In conclusion I consider the application should be refused because of the lack of detailed level information which should be provided by an extended topographical survey and the provision of a long section and cross sections. As the access is the only part of the application being considered in detail this missing data means it is impossible to tell whether the access can be physically built so close to the bungalow. Permission should not be granted if at a later stage it is found that the bungalow structure is compromised by a retaining wall.

Yours sincerely



**Paul Lacey**

**Director**

**For and on behalf of LvW Highways**

Enc          Figure 1 showing various design issues

LAND AT RODNEY ROAD, BACKWELL

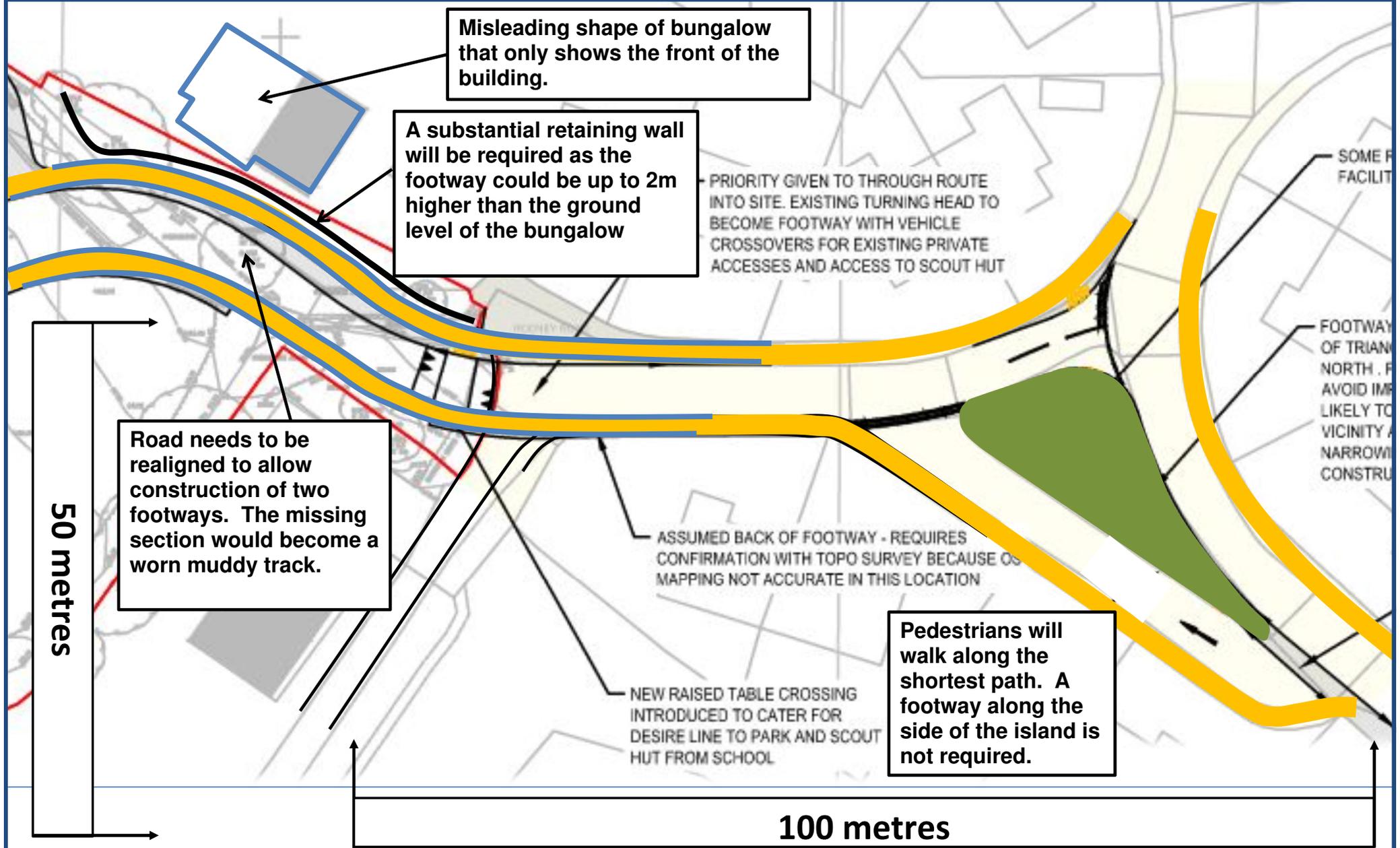


FIGURE 1

REVIEW OF TAYLOR WIMPEY PROPOSED ACCESS

1/500 SCALE