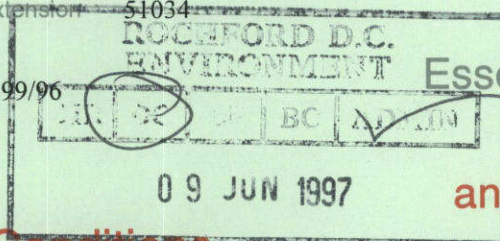


Essex County Council
Highways Department
County Hall, Chelmsford CM1 1QH

Telephone: Chelmsford (01245) 492211 extension 51034
Fax: (01245) 490705

Our ref
Enquiries to

TRA/E/AS/JPS/ROC/0499/96
A Swain



Essex County Council

Highways
and Transportation

Martin Cockersole FICE FIHT
County Surveyor

Recommendation of Conditions

Application No. F/0499/96/ROC
Applicant COUNTRYSIDE PROPERTIES
Site Location READS NURSERY, RAWRETH LANE, RAYLEIGH
Proposal ERECTION OF 102 DWELLINGS

No objections are raised to the proposal, as detailed on Drg. No. 1278/PLO3, subject to the following:-

The following comments must be read in conjunction with the Recommendation issued by the Area Highway Manager and forwarded to you directly under separate cover. This will cover the Rawreth Lane frontage, in particular the area occupied by the Cattery and the two private drives within Downhall Park Way serving plots 32 & 33 and 34 & 35.

1. The junctions with Downhall Park Way of the roads numbered 1 and 3 on the plan should be provided with 7.5 metre radius kerbs on both sides returned to an estate road carriageway width of 4.8 metres. The minimum width for the footway within Downhall Park Way should be 1.8 metres. This dimension should be extended around the radius kerbs of the junctions of Roads 1 and 3 but, within the length of the radius kerbs, the width of the footway should be reduced over a suitable transition, to 1.5 metres. The junctions of the roads numbered 1 & 3 should also be provided with a 2.4 metre x 60 metre, clear to ground visibility sight splay on both sides.
2. The first section of the road numbered 1 on the plan, up to and including the junction "A", should be laid out as road type 4A with a 4.8 metre wide carriageway and a 1.5 metre footway on both sides. Beyond the junction "A" the road should be laid out with a shared surface 4.8 metres wide and with the transition from the segregated to the shared surface road laid out in accordance with the attached sketch (SK/2). The turning head at "B" should be laid out to the dimensions of a size 3.

cont'd....

Director of Planning
Rochford District Council
Council Offices
South Street
ROCHFORD
Essex

cc ~~Area Highway Manager~~
~~Benfleet~~

J.M. Cockersole
County Surveyor

Date: 6th June 1997

3. The first section of the road numbered 3 on the plan, up to plot 55 should be laid out as road type 4A with a 4.8 metre wide carriageway and a 1.5 metre footway on both sides. Beyond plot 55, the road should be laid out with a shared surface 4.8 metres wide and with the transition from the segregated to the shared surface road laid out in accordance with the attached sketch (SK/2). The turning head at "D" should be laid out to the dimensions of a size 3 and the one shown on the submitted plan will require amendment to comply.
4. The junction of Road 2 with Road 1 at "A" should be laid out in accordance with the attached sketch (SK/1). The road should also be provided with a size 3 turning head at "C" and the facility shown on the plan will need to be extended by some 4 metres to comply.
5. A 500mm wide overhang strip should be provided where shown yellow on the plan.
6. Where two vehicular hardstandings are located one behind the other, to allow for pedestrian access around the vehicles, the combined length should be increased from 9.6 metres to 10.6 metres. Plot numbers 66 and 67 will require amendment to comply.
7. All garage drives and vehicular hardstandings should be constructed at right angles to the back of the highway and should not deviate therefrom by more than 10°. Plot numbers 7 and 84 require amendment to comply.
8. The minimum distance between the back of a hardstanding area and the limit of the carriageway opposite is 6 metres and plot numbers 9, 11, 62 and 63 will require amendment to comply.
9. The minimum distance between the back of the highway and any part of a garage door is 6 metres and plot numbers 83 and 97 will require amendment to comply.
10. The carriageways of the proposed estate roads should be constructed to at least road base level prior to the commencement of the erection of any residential development intended to take access from the roads. Furthermore, any proposed estate roads or turning heads should be constructed to a level which ensures that each dwelling has a properly consolidated and appropriately surfaced carriageway prior to occupation, between the proposed dwellings and an existing highway. The footways and footpaths commensurate with the frontage of each dwelling should be constructed and completed within twelve months from the occupation of the dwelling.
11. Where shared surface roads are concerned, details of the proposed finished surfaces should be submitted to the 'Authority for approval prior to the erection of any of the dwelling units proposed to take access therefrom. All statutory undertakers equipment and services should be laid prior to the commencement of any works within the shared surface roads and thereafter the access ways should be constructed to a level which ensures that each dwelling has a properly consolidated and appropriately surfaced carriageway prior to occupation, between the proposed dwellings and an existing highway. The final finished surfaces of shared surface roads, as approved by the 'Authority should be laid within three months of the completion of all the dwelling units intended to take access or within any such extended period that may be agreed by the 'Authority.
12. A 2 metre x 2 metre pedestrian visibility sight splay, relative to back of footway, should be provided on both sides of all vehicular accesses. There should be no obstruction permitted above a height of 600mm within the area of the pedestrian sight splays.
13. To avoid the displacement of loose materials onto the highway, where the surface finish of private drives are intended to remain in an unbound material, the first six metres of the drive, as measured from the highway boundary, should be treated with an approved surface dressing.

Reasons for the above, in the interests of highway safety.

Informatives

- a. Please see also form E3 attached.
- b. Under Building Regulations B5, access for fire tenders is required to a point not further than 45 metres from the entrance to the dwelling. Any road or private drive forming part of such a fire access must be no less than 3.7 metres wide between kerbs (this may be reduced to 3.1 metres for a gateway or similar short narrowing) and should have a minimum centre line bend radius of 6.55 metres. The access way should be capable of carrying a 12.5 tonne vehicle. A cul-de-sac which is more than 20 metres long must have a turning head of at least size 3.
- c. All works affecting the highway should be carried out to the satisfaction of the Area Highway Manager, Benfleet.