

**Document to support Qualifying Body Response to:
Independent Examiner's Questions dated 5 July 2017 – Question 12**

ESCC report on access to Vicarage land (submitted as part of Reg. 14 consultation)

- 2.3 Vicarage Land (approximately 10 units) - The following comments were previously made in an email to the Parish Council in May 2016. The advice, based on a desktop assessment, has however been amended to reflect the change to the number dwellings that is proposed for the site (now 10 units instead of 25).
- 2.4 Fair Lane is residential street with frontage properties that generally rely on on-street parking. The site known as Vicarage land has a frontage some 35-40m with Fair Lane and includes a single track access road which widens into the site. As noted, there is a gradient difference between the road and the site, the site being elevated. This has influenced the layout of the access which incorporates an immediate turn on entry which would make it difficult for 2 vehicles to pass close to junction.
- 2.5 The current access would be difficult for access by some regular, but in particular service and emergency vehicles when approaching from High Street end, and turning right into site. As Fair Lane is a no-through road, all vehicles would approach from this direction (unless they drove to the end of Fair Lane and turned around). Access for up to 10 units should be a provision of 5m wide access road with suitable provision for pedestrians. It is difficult to know how this could be utilised using the existing access arrangement. Public Rights of Way (PROW) are available from Fair Lane and possibly directly from the site, linking to High Street and bus stops (George Hill).
- 2.6 Driver visibility looks difficult at present due to alignment of the approach angle, gradient and hedges (no verge or path on the south side). For local speeds at 30mph, 43m from a 2.4m is the requirement.
- 2.7 The road has Double Yellow Lines (DYL's) in sections so that some parking can take place which allows areas for vehicles to wait and pass, and speeds are slower. This makes it safer for pedestrians and cyclists, especially as the footway is narrow. Depending on where the access goes, the DYLs may need to be reconfigured so that the road space is protected for turning manoeuvres.
- 2.8 There are difficulties to overcome with using the current access. If these cannot be resolved there may however be other possible options which would need to be considered. Therefore at this stage the site is not ruled out from a highway perspective.