

**REGULATORY COMMITTEE**  
**23<sup>rd</sup> JULY 2003**

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**WESTBURY: COACH ROAD – OBJECTION TO THE AMENDMENT  
OF THE PROHIBITION OF DRIVING ORDER**

**Purpose of Report**

1. To consider a joint objection following the advertisement of the alterations to the Prohibition of Driving Order on Coach Road in Westbury. The objectors have expressly requested that their names are not used in the publication of this report but the contents of the letter are available in the **Members' Room**.

**Background**

2. Access to the area of Lafarge ownership to the south of the Cement Works and Railway line is currently served by a vehicular bridge over the Lafarge sidings and the main line as indicated on the plan attached at **Appendix A**.
3. The Network Rail part of the bridge, which is outside Lafarge ownership and control, is in a structurally deteriorating condition. While it is safe at present and Network Rail are continuing to monitor its structural condition, Lafarge wishes to avoid any future difficulties in maintaining vehicular and personnel access to its property on the south side of the railway by the provision of a new independent access.
4. Lafarge (then Blue Circle) submitted a planning application for the new access in June 2000, the location and alignment of which is also shown on the plan attached at **Appendix A**.
5. Concern was expressed at planning stage over the use of Coach Road for accessing a proposed social club and new access for Lafarge Cement Works. The current Traffic Regulation Order prevents the vehicular use of Coach Road with an exemption for "Access Only". The Order is in place to prevent the inappropriate use of Coach Road, which over much of its length to the south is sub-standard in terms of width, alignment and visibility. Since the proposed new point of access lies within the area covered by the Order, if the order remained in its present form it would allow vehicles to access and exit the new road to the social club from either the northern or southern direction along Coach Road.
6. As such, consent was issued by the Local Planning Authority pre-conditional on:
  - The widening and resurfacing of Coach Road from the railway bridge to the new social club access to allow two vehicles to pass comfortably and
  - An amendment to the existing Traffic Order to ensure that traffic wanting to enter or exit the new Lafarge access could only do so from the north. In effect, this entails moving the start of the Order to a point immediately south of the new access.

### **Main Considerations for the Council**

7. It will be for Members to decide whether the objection carries sufficient weight to not vary the Order as advertised.

### **Environmental Impact of the Proposal**

8. There is not considered to be a significant environmental impact.

### **Risk Assessment**

9. The purpose of the amendment to the Order is to amend the restriction on driving along the northern section of Coach Road leading to the social club access, and restrict access from the southern direction.

### **Financial Implications**

10. There are no financial implications to the Council as all costs associated with the process are carried by the developer.

### **Options Considered**

11. No other options have been considered.

### **Reasons for Proposals**

12. The objectors are concerned that the existing railway bridge height restriction of 12' 9" will not allow service vehicles to approach the new access from the north, thereby forcing them to access the site along the southern length of Coach Road. If that were so, the Council would share such a concern, however, it is not anticipated that the access will be used by vehicles exceeding 12' 9" in height. As such, the need to access the site from the south should not arise.

### **Proposals**

13. That:-
  - (i) The proposed amendment to the Prohibition of Driving Order be made as advertised.
  - (ii) The objectors be informed accordingly.

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**The following unpublished documents have been relied on in the preparation of this Report:**

None