

From: Paul Froggatt (Economy Transport and Environment)
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Sent: 24 September 2019 09:48
To: Planning
Subject: DMDA/2019/0887 - The Steading, Main Road, Elvaston

Dear Sir / Madam

I am writing in response to the above application, received by this Authority for highway safety comments.

Whilst the conversion of the existing dwelling and ancillary outbuildings into 6 dwellings is likely to significantly increase the traffic generation associated with the site, the sites existing vehicular access meets current design guidance in terms of emerging visibility, forward visibility and the access bell mouth having a sufficient width to allow for 2-way traffic.

Please note, on the submitted drawings the emerging visibility sightlines have been drawn incorrectly. The sightlines should measure 2.4m x 47m and be measured to the nearside carriageway edge in both directions. For the avoidance of any doubt, a revised drawing should be submitted to illustrate the correct sightlines being achievable as it may result in the applicants hedge having to be set back or trimmed on a regular basis to achieve/maintain the sightline.

Internally an adequate number of parking spaces are being provided for each dwelling, with sufficient turning space to enable cars to enter and exit in a forward gear. Although no turning space is being designated within the site for large delivery vehicles to turn, infrequent turning in the access bell mouth at this location is unlikely to lead to any severe highway safety issues. A bin store is being proposed in the close vicinity of the access to enable bins to be stored clear of the access and the public highway on collection days.

Therefore, if your Authority is minded to permit the application its recommended the following conditions are included in any consent in the interest of highway safety:-

1. Throughout the construction phase space shall be provided within the site for storage of plant and materials, site accommodation, loading, unloading and manoeuvring of goods vehicles, parking and manoeuvring of employees and visitors vehicles, laid out and constructed in accordance with detailed designs first submitted to and approved in writing by the Local Planning Authority. Once implemented the facilities shall be retained free from any impediment to their designated use throughout the construction period.
2. Prior to occupation the existing vehicular access to Main Road shall be provided with visibility sightlines extending from a point 2.4 metres from the carriageway edge, measured along the centreline of the access, for a distance of 47 metres in each direction measured along the nearside carriageway edge in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority. The area in advance of the visibility sightlines shall be retained throughout the life of the development free of any object greater than 1m in height (0.6m in the case of vegetation) relative to adjoining nearside carriageway channel level.
3. No dwelling shall be occupied until space has been laid out within the site in accordance with the submitted 'Access and Refuse Plan' drawing for 13 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. These facilities shall thereafter be retained for use at all times.
4. No part of the development shall be occupied until the bin store has been constructed and is available for use in accordance with the submitted 'Access and Refuse Plan' drawing. This facility shall be retained for the designated purposes at all times thereafter.

Kind Regards

Paul Froggatt

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