

From: Devinder Singh (Economy Transport and Environment)
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Sent: 30 April 2021 17:51
To: SDDC Planning Applications
Subject: DMPA/2020/1447 - Land to the rear of Bernard Street, Woodville, Swadlincote, DE11 8BZ

Dear Sir/Madam,

**DMPA/2020/1447 - Land to the rear of Bernard Street, Woodville, Swadlincote, DE11 8BZ
Outline application (with matters of layout, scale, appearance and landscaping reserved for later consideration) for the erection of 3 dwellings**

I refer to the above planning application for highway comments.

I understand that the application is for Outline but details for access sought at present stage.

The existing land in question is given as garden area at the rear of 10 and 12 Bernard Street. An access with drop kerbs and driveway are existing with some element of parking at the side but these only align with driveway for the neighbouring property no. 28 on the east side and not with property no. 12. Although the widening of the access is shown on plan, effectively the access for the proposal would constitute as new shared vehicular access.

The alignment of Bernard Street at the access point is favourable in respect of visibility splays for drivers exiting the access, but this also gives limited visibility for right-turning traffic into the access at the bend. As the proposal would increase the traffic movements at the access, it is important that adequate forward visibility for right-turning traffic can be achieved especially, given the vehicles that can be parked near the location.

Bernard Street is a non-classified road with footways and street lighting either side located near the centre of Swadlincote.

There is a Public Right of Way (Footpath number FP 24 [Parish Swadlincote] on the Derbyshire Definitive Map) which runs along the southern-west boundary of the site. The route must remain unobstructed on its legal alignment at all times and the safety of the public using it must not be prejudiced either during or after development works take place. Further information and advice including any temporary (or permanent) diversion of such routes may be obtained from the Executive Director of Economy Transport and Environment at County Hall, Matlock (tel: 01629 533190 and ask for the Rights of Way Officer).

The width of the access at the foremost of the driveway is given as 5m and the depth from back of footway up to the front of no. 12 is given as 7m in length.

There appears to be an existing BT pole at the western edge of the access and this would be affected by the widening of the access and for which the suitable relocation would need to be agreed with the relevant utility service company- The presence of the BT column should also be acknowledged on plan.

Much of the properties fronting Bernard Street have no facilities for off-street parking and therefore rely on on-street parking.

The parking for existing property no. 12 is made at the side of the property and this is transferred to the rear of the property as result of the proposal.

Although the proposal is described for 3 dwellings, the site will serve 4 dwellings including no. 12 in terms of traffic movements.

Two parking spaces are provided for each 3 bedroom property, although it is not known how many bedrooms are present for existing property at no. 12. In addition the workability of the access and parking remains uncertain.

As this application is seeking approval for details on access at this stage and in order to fully assess the suitability of the access together with workability of proposed access/parking/ manoeuvring arrangements, the following information is required:

- Details for the forward visibility that is achievable for drivers intending to turn right into the access in accordance with either the current speed limit or the 85th percentile measured speeds along Bernard Street.
- Provision of 2mx2mx45° pedestrian intervisibility splays measured at the back of footway on both sides of the access in the interest of pedestrian safety.
- The access would serve as shared access/driveway. Therefore the width between the side wall of property 12 and its side boundary is required as well as the length of driveway to ensure that two-way flow movement of vehicles can be achieved at the same time.
- Width and length of parking spaces with turning space. Please note the minimum dimension of a parking bay is 2.4mx5.5m. However if any side of the parking bay is bounded by wall or fence then an additional 0.5m should be added to that side. The minimum turning aisle required for vehicle turning behind the parking bays is 6m. This is required to ensure that the off-street parking is practicable.
- Given the tightness of the driveway it appears to be unlikely that refuse vehicles will be able to enter the private drive unless tracking details are submitted to demonstrate otherwise. If refuse vehicles cannot enter the driveway then a suitable location is required to be shown for the storage of refuse bins near the highway but within the site clear of visibility splays. This is to ensure that bins do not get placed on the footway on collection days.

Accordingly I would be grateful if you can request the above information with plans before I am able to provide formal recommendation.

Kind Regards

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