

Proposed Residential Development

Station Road, Royston

DR/13273/TN01 - 11 September 2015

We refer to the above planning application and the highway consultation response dated 8th September 2015, which is attached as **Appendix 1** for ease of reference. The issues raised within the consultation response have all been addressed and we have used the same item numbering below to provide further information and responses:

1. The proposed site access is opposite a detached house that has sufficient car parking for some 8 vehicles within its curtilage. Some 20m north of the site access is a row of terraced properties that lead to some on-street parking. There is no on-street parking directly opposite the proposed site access location and the parking to the north, in front of the terraced properties, is observed to be partly on-footway to allow the easier passage of other traffic travelling along Station Road.

There would be no conflict arising between the site access and the on-street parking since the available carriageway width is sufficient for the two-way passage of cars throughout. Even if there were to be on-street parking opposite the site access, in front of the detached dwelling, the use of the access would not be difficult or compromised in any way. The judgement for a driver when passing alongside parked cars is the same whether they are passing directly along Station Road or turning into an access or a driveway opposite the parked car. If they could drive along Station Road without a problem then they can turn into the access without a problem.

For vehicles turning out of the access there are no difficulties whatsoever. The driver simply has to know that there is no vehicle approaching the access from either direction before it is safe to emerge. Visibility is good in both directions and there are no hazards.

2. The request for visibility splays of 2.4 x 90m has been superseded by the introduction of both Manual for Streets and the South Yorkshire Residential Design Guide, which adopts the visibility requirements from Manual for Streets. In the vicinity of the site traffic speeds are mostly below 30mph, due to the horizontal and vertical alignment of the carriageway. For traffic speeds of up to 30mph the design guidance confirms that visibility of 2.4 x 43m is required. These visibility splays have been incorporated into the access layout drawing which is included as **Appendix 2**. A Condition requiring the provision and protection of these visibility splays can be attached to the planning permission if necessary.

- On higher speed streets, minimum forward visibilities should be derived from Table 7.1 of Manual for Streets, which are reproduced below.

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD adjusted for bonnet length.		11	14	17	18	23	25	33	39	43	45	59

3. In the vertical plane it is clear that the 43m visibility can be secured without difficulty. There is a constant gradient in both directions from the access and subject to visibility splays being provided in the horizontal plane, and a restriction on the height of any obstruction within the highway will ensure that the visibility is protected. It should be noted that the full extent of the visibility splays will be contained within the public highway, which is proposed to incorporate a 2.0m footway along the site frontage. The photographs below show the area over which visibility will be provided:





4. The road serving plots 7-12 and plot 16 has been widened to provide a 5.5m carriageway with a minimum 700mm margin around the edge of the carriageway for adoption purposes.
5. Plots 13-15 continue to be served by a private drive.
6. All detached garages have been amended where necessary to achieve the minimum internal dimension requirements of 3.0 x 6.5m. Parking spaces have also been amended where necessary to comply with the minimum dimension requirements of 3.3 x 6.0m in front of garage doors. Plot 1 has been revised to be a 1381 type with a detached garage. Plot 12, a 1257 type, has a garage below the 3.0 x 6.5m standard, but now has 2 no. off-street parking spaces.
7. The layout complies with the SPD parking standards of 1 parking space for dwellings with up to 2 bedrooms and 2 spaces for dwellings with 3 bedrooms or more.
8. House type 1271 (plots 16 & 18) is a 4 bedroom detached property with a garage and parking space that meets with the parking guidance for that size of property.
9. The parking for plot 17 is at the end of the rear garden and a gate is provided from the parking space to the house door, which is only some 8.5m away. Whilst on-street parking cannot be prevented on residential roads without undesirable parking restrictions, we believe that an off-street parking space within 8.5m of the house entrance door should be a more attractive parking opportunity than an on-street space.
10. The junction design incorporates a 1 in 20 platform over the first 10m, and over the next 30m the gradient is shown to be 1 in 12.5. The Section 38 Agreement for the roads will ensure that

these adoption standards are achieved. The drawing attached as **Appendix 3** shows the road levels that are proposed.

At this stage we believe that all of the highway comments can be and have been achieved, subject to the update on the visibility requirements, but further information could be provided if any queries remain.

It should be recognised that the site has previously been approved for residential development but with a different access proposal. That access proposal has been regarded as unviable due to the gradient of the access road and the visibility requirements which require very significant earth-moving and retaining structures. The current proposals are considered to be far more suitable and achievable such that the current development scheme can be implemented in the short term.

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APPENDIX 1

Place
Environment & Transport



To: Development Management
Fao James Hyde

My Ref: 2015/0859

Your Ref:

Date: 8th September 2015

Tel: B Wilson

Ext: 2177

Station Road, Royston
Residential Development

Reference is made to the above application.

I note that the site has previously being granted planning permission for residential development, however, the access location has now been changed which raises concerns in a highway context. I would comment as follows:-

- 1.The junction is located close to terraced properties on the other side of the road, where extensive on street parking occurs. This could lead to conflict with vehicles accessing/egressing the site and the through flow of traffic on the highway.
- 2.Visibility splays, having the dimensions 2.4m x 90m, must be safeguarded at the access/egress, such that there is no obstruction to visibility, and forming part of the adopted highway. The plan needs extending to demonstrate that this can be achieved in both directions on the horizontal plane.
- 3.Further details will have to be submitted to demonstrate that 90m can also be achieved in the vertical plane. I am concerned that due to the vertical alignment of the highway, sufficient forward visibility cannot be achieved, which will result in rear end shunts for vehicles waiting to turn right into the site.
- 4.The road serving plots 7-12 and 16 will have to be an adopted shared surface. It must have a carriageway width of 5.5m and a 700mm margin.
- 5.Plots 13 – 15 can be served via a private drive.
6. The garages do not comply with the minimum requirements of the South Yorkshire Residential Design Guide and cannot, therefore, be counted as a parking space. Parking spaces should also meet the minimum requirements of the Guide.
- 7.The parking provision must comply with the SPD – Parking.
- 8.I have not received any details regarding house type 1271.

9.The parking for plot 17 is remote and will result in on street parking, to the detriment of road safety.

10.At the junction with Station Road, a 5m long platform at 1 in 20 will be required. Gradients thereafter should not exceed 1 in 12.

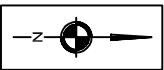
In these circumstances, it would be appreciated if you would refer these comments to the applicants agent, requesting the submission of additional information, upon receipt of which further advice will be given.

In the meantime, please do not determine this submission.

For and on behalf of
Head of Highways, Engineering & Transportation

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APPENDIX 2

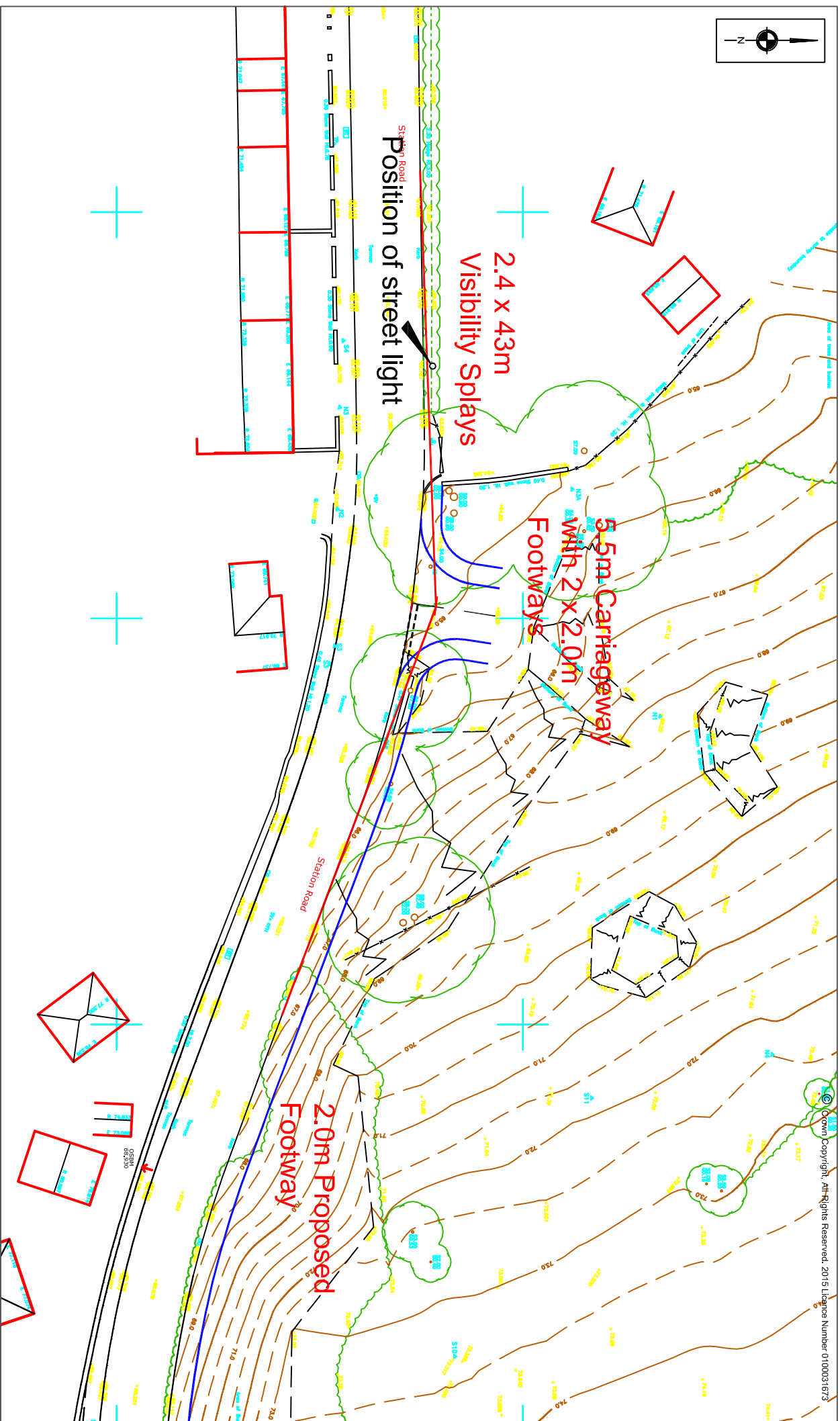


2.4 x 43m
Visibility Splays

Station Road
Position of street light

5.5m Carriageway
with 2x2.0m
Footways

2.0m Proposed
Footway



SCP

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Project Title
STATION ROAD, ROYSTON

Drawing Title
ACCESS PROPOSALS

Scale
1:500 @ A4

By
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Rev

Description

Date

By

SCP/12273/F02

Date
SEPT 15

Checked
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Approved/
UNAPPROVED

Status
PLANNING

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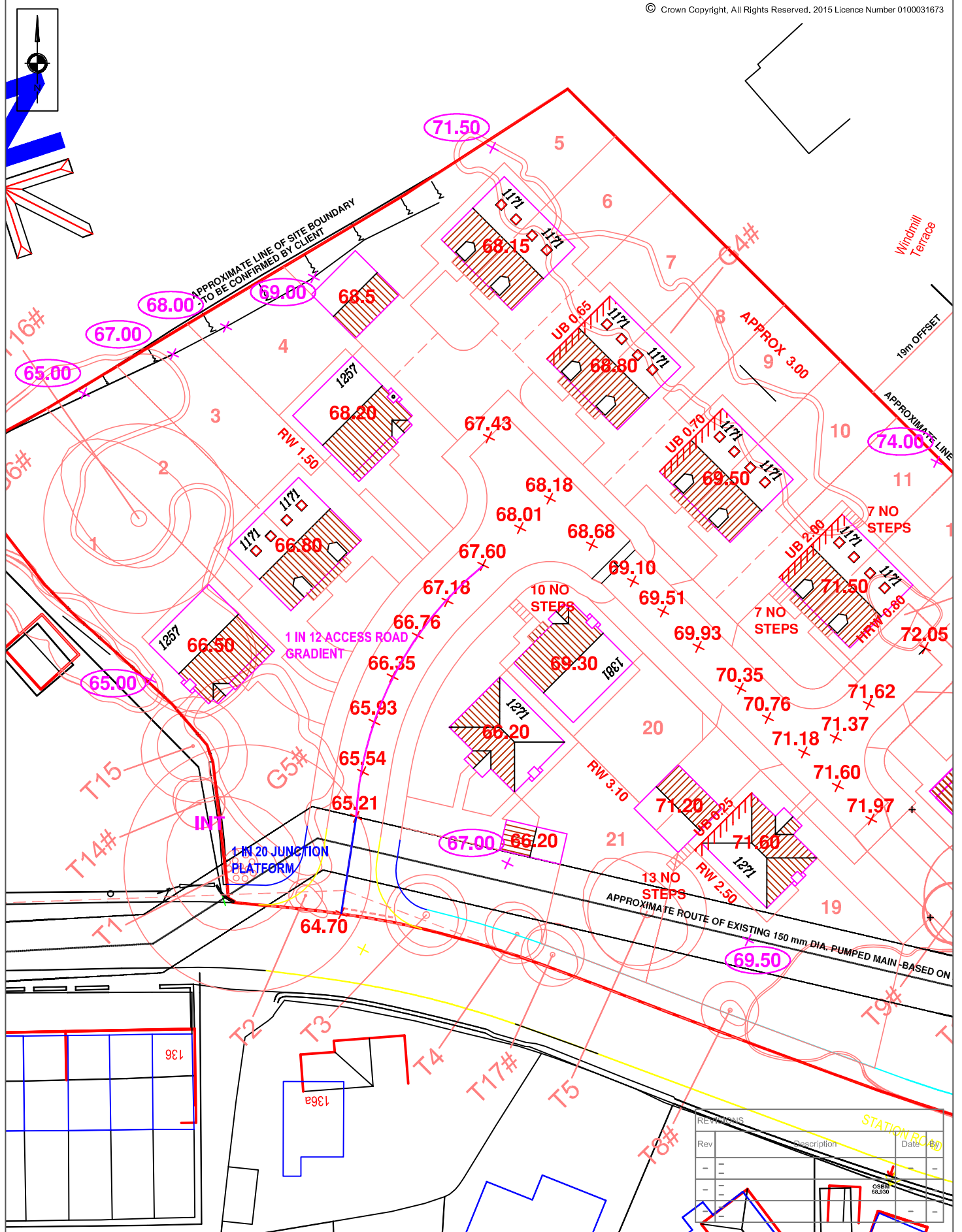
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APPENDIX 3



Project Title	Drawing Title	Scale	By	Drawing No.
STATION ROAD, ROYSTON	SITE LAYOUT WITH ACCESS ROAD LEVELS	1:500 @ A4	-	SCP/13273/F03
		Date	Checked	
		SEPT 15	-	
		Approved/Unapproved	Status	Revision
		UNAPPROVED	PLANNING	-