

ADL/AM/5054

11th February 2021

Rory Brock-Hastings

Church Architectural

[VIA EMAIL]

Dear Rory,

Re: PROPOSED RESIDENTIAL DWELLING IN REAR GARDEN OF WESTLANDS, GLYNFIELD RISE (OFF FOXMOOR LANE), EBLEY, STROUD.

Introduction

This note is provided to set out the transport implications of providing a residential dwelling within the rear garden of existing residential dwelling 'Westlands'. The site has been subject to previous applications which have been refused and then dismissed at appeal (*not on highway grounds*) however this note is provided in support of the new proposal pre-app for completeness.

The location of the site is shown below in context of the local area.



The site is located within an existing residential estate and hence is accessible by sustainable (active) travel modes with good footway and cycle links. There are also bus stops on Foxmoor Lane approximately 150m walking distance from the proposal site.

Proposal

The revised scheme intends to provide a singular dwelling with one-bedroom set back from the carriageway edge. The residential dwelling will provide a driveway access on the north to support at least two car parking spaces. The driveway is situated adjacent to the existing driveway of 'Comberton' to the immediate north of the proposal site.

Trip Generation

The addition of one residential dwelling with one-bedroom will likely attract 1-2 outbound trips per day and 1-2 inbound trips per day (2-4 trips two-way). This impact will be imperceptible on the local road network.

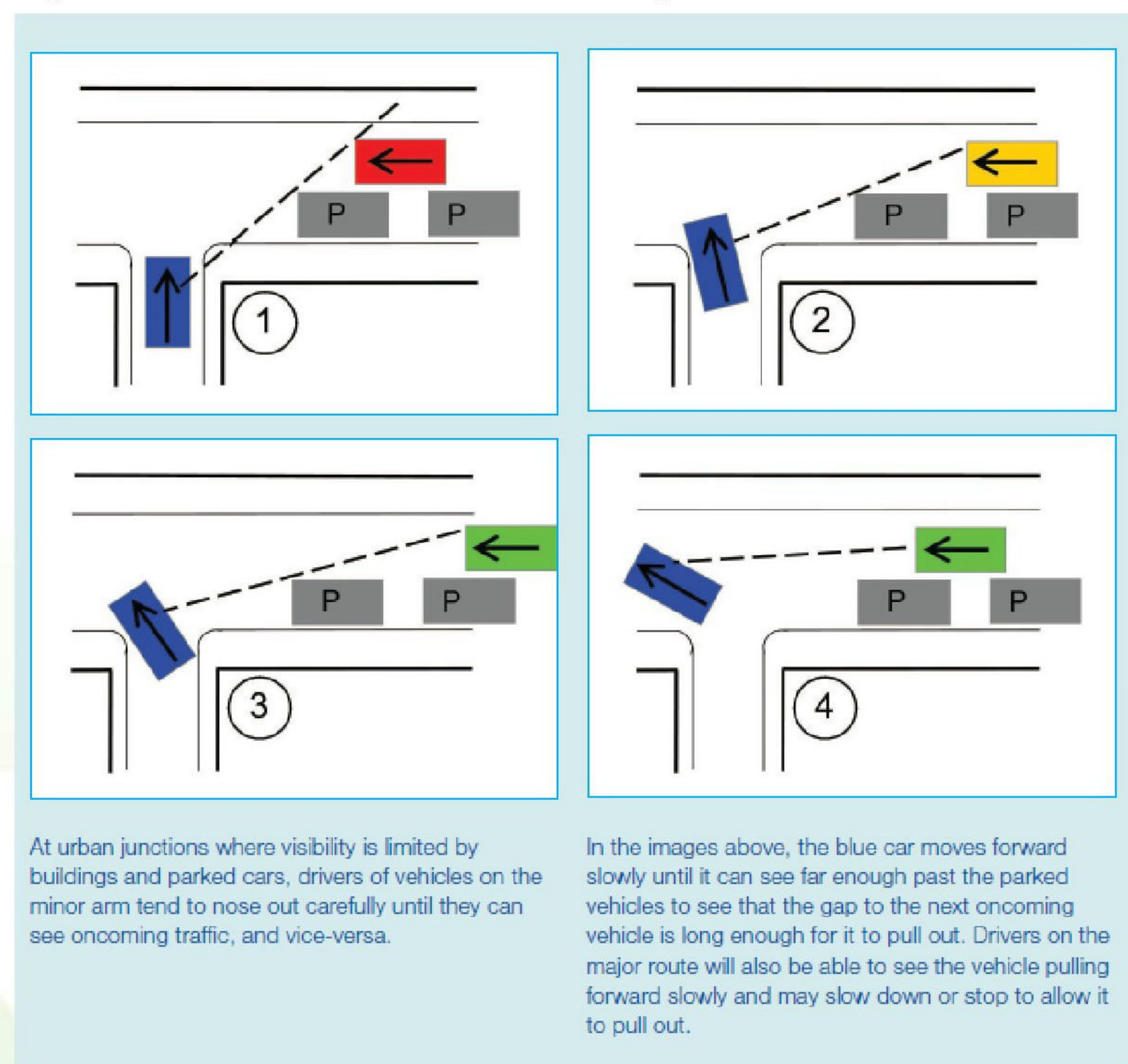
Visibility

As shown in drawing **5054-01** attached with this letter, there is good horizontal visibility splay from the site access to approaching cars suitable for 85th percentile speeds of 20mph (to 25m) and 25mph (to 33m). This is appropriate considering the likely vehicle speeds on Glynfield Rise. It is appropriate to take the visibility splay to oncoming cars due to their not being a footway on the site side of the road.

It is noted that cars may park on-street within the visibility splay however this common and in accordance with Manual for Streets:

10.7.1 Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.

Figure B MfS Section 10.7 Diagram



Vehicle Tracking

Vehicle tracking for a family size saloon car (Skoda Octavia) entering to the driveway in a reverse gear and in a forward gear are included at the rear of this letter as drawing **5054-02**.

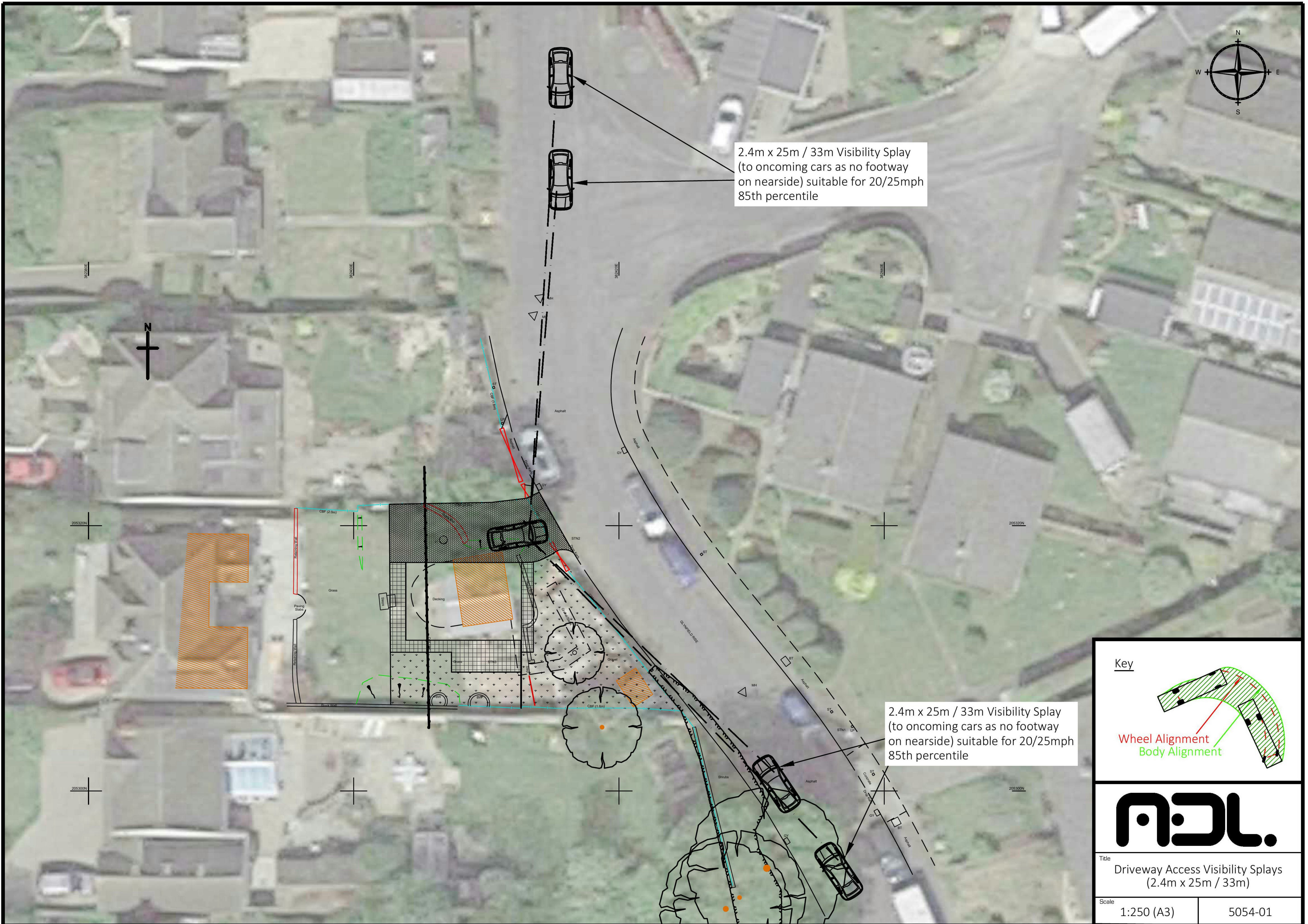
Closing Comments

This note demonstrates that the residential dwelling and proposed driveway access will not result in any detrimental harm to the local network with regard to highway safety, and traffic impacts.

Yours sincerely
for **ADL TRAFFIC AND HIGHWAYS ENGINEERING LIMITED**



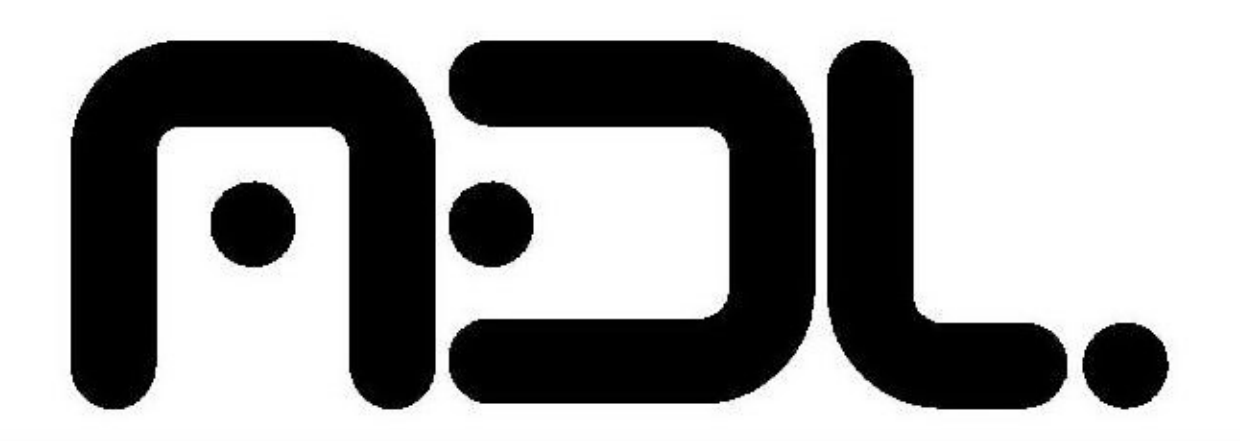
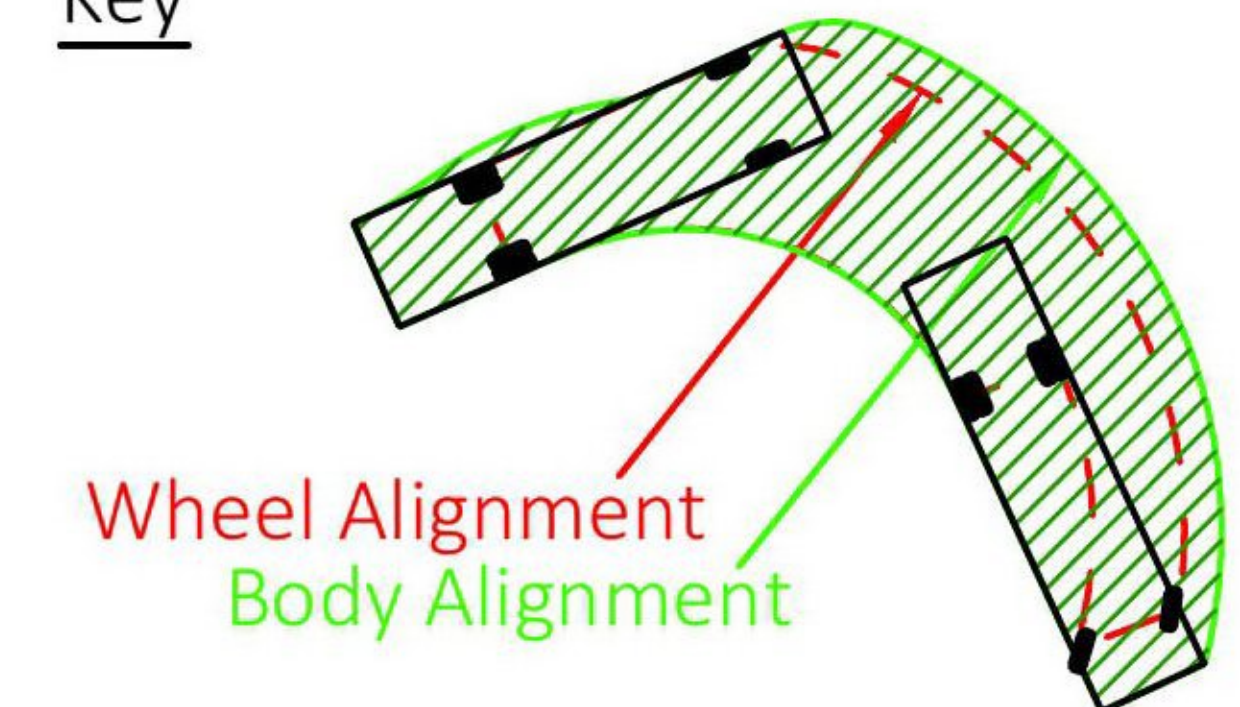
PRINCIPAL TRANSPORT PLANNER



2.4m x 25m / 33m Visibility Splay
(to oncoming cars as no footway
on nearside) suitable for 20/25mph
85th percentile

2.4m x 25m / 33m Visibility Splay
(to oncoming cars as no footway
on nearside) suitable for 20/25mph
85th percentile

Key



Title
Driveway Access Visibility Splays
(2.4m x 25m / 33m)

Scale
1:250 (A3) | 5054-01

