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Red House Brockhollands Nr Bream Glos GL15 4PP. Mr Alan Challenger juliasibley92@gmail.com		email: richard.jefferies@gloucestershire.gov.uk	
Our Ref: F/2023/053498		Your Ref: F/2023/053498/PRE	Date: 24 August 2023
Proposal:	Proposed new dwelling in garden of property	Received date:	22 August 2023
Document(s), drawing(s) and reference(s):	Pre-application enquiry including supporting information.	Planning history ref(s):	N/A.
<u>GCC Pre-Application Advice</u>			
<p>Thank you for your pre-application enquiry received in my department on the 22nd August 2023. Regarding the pre-application submission, I have the following comments to make from a highway planning perspective and these points will need to be addressed at the next application stage.</p> <p>The principle of the proposed development for the erection of 1 dwelling within the applicants site curtilage via existing access from Brockhollands Road can be acceptable so long as the proposed vehicular access arrangement can provide sufficient emerging visibility and a safe and suitable access arrangement so vehicles can enter and exit the site without conflict.</p> <p>A location plan should be based on an up-to-date map. The scale should typically be 1:1250 or 1:2500, but wherever possible the plan should be scaled to fit onto <u>A4</u> or <u>A3</u> size paper. A location plan should identify sufficient roads and/or buildings on land adjoining the application site to ensure that the exact location of the application site is clear.</p> <p>The application site should be edged clearly with a red line on the location plan. It should include all land necessary to carry out the proposed development (eg land required for access to the site from a public highway, visibility splays, landscaping, car parking and open areas around buildings). A blue line should be drawn around any other land owned by the applicant, close to or adjoining the application site.</p> <p><u>ATC Speed Survey</u></p> <p>For new or intensified vehicular access visibility requirements for junctions onto the existing highway should be commensurate with the 85th percentile wet weather recorded vehicle</p>			



speeds carried out in accordance with DMRB (Design Manual for Roads and Bridge) CA-185 formally known as TA22/81.

At full application stage speed survey data to be submitted along with an annotated plan to demonstrate emerging visibility splays which have been derived from the speed survey data (85th percentile speeds/traffic volumes).

FOR INFORMATION - GCC would in every instance require a design compliant vehicular access arrangement to the proposed development site, when serving two or more properties (up to ten dwellings) the access/driveway can be of varying width but must be a minimum entry width of 4.1 metres for the first 15 metres leading into the site to allow two vehicles to enter and leave simultaneously. Any gates to be set back 5m from the carriageway edge and gates to be hung and open inwards into the site with the area of driveway within at least 5.0m of the carriageway edge of the public road surfaced in bound permeable material and drained so as no surface water runs onto the highway.

It is considered that no dedicated footway is required along the private drive given the anticipated low pedestrian and vehicle flows. It should also be noted that the private drive will not be offered for adoption and will remain private.

Suitable turning facilities will be required within the site so as vehicles can enter, turn, and park and leave in a forward gear to be confirmed and demonstrated with the use of swept path analysis.

The layout should be subject to the County's Technical Specification for New Streets guidance and Manual for Gloucestershire Streets July 2020, footways to all dwellings of typically 2m. All parking provision to be provided within the site. Parking provided for dwellings to allow for disabled users and bin collection points which should be adjacent to refuse vehicle routing.

As stated within MfGS Addendum – Oct 2021, *“Since the publication of MfGS in 2020 the Highway Authority has collected further evidence on car ownership levels. Additionally, it aspires to reduce car dominance and promote alternative transport modes as part of the emerging decide and provide methodology. This has resulted in a review of the required car parking levels which has particular implications of 4-bedroom dwelling houses (C3 use class). This has also allowed for a simplification of the table on page 48 of MfGS.”*

The revised minimum parking standards are: **Number of Bedrooms**

1-2 Bedroom Units
3-4 Bedroom Units
5 Bedroom Units
6 + Bedroom Units

Minimum External Car Parking Spaces

1 Car Parking Space
2 Car Parking Spaces
3 Car Parking Spaces
Subject to Discussion with Highway Authority



For the avoidance of doubt, car parking spaces must be external and address the homes for life space aspirations. Garages will not count towards the car parking regardless of their dimensions. Car parking spaces a minimum 2.4m x 4.8m. For residential dwellings circulation space around the vehicle is needed so the width should increase to 3.3m or have a 0.9m path directly alongside.

Tandem parking spaces for an individual residential dwelling is permitted but is limited to 2 vehicles. A minimum of 6m is required in front of a garage door.

Garages can be used to provide bicycle storage as well as for other household storage needs, where this occurs garages should have an internal dimension of 6m x 3m.

Garages are excluded from the car parking calculations due to the ability to convert them into habitable accommodation without the need for permission and their usage for personal storage rather than that of a vehicle.

A minimum provision of 2 secure and covered cycle spaces per dwelling is required for residential developments to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 110 and 112 of the National Planning Policy Framework.

Gloucestershire County Council strongly requires all properties to be equipped with Ultra Low Emission Vehicles (ULEV) charging points including provision where communal parking is provided. All new dwellings which provide car parking should be fitted with electric vehicle charging infrastructure to BS EN 62196 Mode 3 or 4 charging and BS EN 61851. This position is supported by the NPPF2021 and is now a requirement which is covered under Part S of Schedule 1 and regulation 44D of the Building Regulations 2010.

Full details required at full application stage to demonstrate refuse servicing. Waste vehicles should be able to stop as close as possible to dwelling storage or collection points, and good practice is that residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point, waste collection vehicles should be able to get within 25m of the storage point and collectors should not have to move standard two-wheel bins over 15m.

Further consideration should be given to the DfT Inclusive Mobility document. The main purpose of this guidance is to provide good access for disabled people; designs that satisfy their requirements also meet the needs of many other people. People travelling with small children or carrying luggage or heavy shopping will all benefit from an accessible environment, as will people with temporary mobility problems (e.g., a leg in plaster) and many older people. Good, inclusive design benefits all users, including those who have non-visible disabilities. The overall objective of this guide is to enable practitioners to provide an inclusively designed public realm, and through that help achieve social inclusion.

Any change to accesses or works upon the Highway will be subject to a Stage 1 Road Safety

Audit (RSA), designer’s response, exception report (if required) and risk matrix covering the access, internal layout and proposed highway improvement works should be provided. Any safety issues identified will require resolving addressing issues and recommendations.

The construction of a new access will require the extension of a verge and/or footway crossing from the carriageway under the Highways Act 1980 - Section 184 and the Applicant is required to obtain the permission of Gloucestershire Highways on 08000 514 514 or highways@gloucestershire.gov.uk before commencing any works on the highway. Full Details can be found at www.gloucestershire.gov.uk .

Yours Sincerely,

Richard Jefferies

Richard Jefferies RegDME(IHE), EngTech AMCIHT
Principal Development Coordinator
Highway Development Management



Required consultation:	ITU	Highways Records
	Rd Safety	Fire Service
	PROW	Structures
	LHM	Police
Further information to be submitted at planning application stage:	ALL THE ABOVE	



NOTE:

This advice is issued without prejudice to any recommendations given to the planning authority at the planning application stage. The above will all need to be assessed on their merits at full application stage. This advice is based on the information submitted to GCC, if there are any material changes/new information provided at full application stage this advice may change.