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Technical Note

Project No: ITM9036
Project Title: Lily Street Farm
Title: Response to DCC Comments on the Convenience Store
Ref: ITM9036-016 TN
Date: 14 September 2021

SECTION 1 Introduction

1.1 Peveril Homes submitted a Reserved Matters application (AVA/2021/0442) for a convenience store, which was associated with the 2016 consented outline application (AVA/2014/1154).

1.2 Derbyshire County Council (DCC) is the highway authority responsible for the local highway network in the vicinity of the site and have been consulted on the Reserved Matters planning application, providing comments in their letter dated 28 May 2021, appended to the Technical Note at **Appendix A**.

1.3 This Technical Note addresses the comments raised by DCC in the following subsequent headings.

SECTION 2 Car Park Layout

2.1 A swept path of the 12m rigid vehicles was submitted as part of the Reserved Matters application and Drawing ITM9036-GA-028 Rev A demonstrated that this vehicle can enter, park, unload and exit within the site and car park layout.

2.2 DCC have raised the query that convenience stores can be accessed via larger vehicles and that the car park layout is reliant on accurate parking of the cars and accurate positioning on the entry/exit of the car park.

2.3 In terms of larger vehicles servicing the site Stone Planning Services have confirmed to Amber Valley Borough Council and Derbyshire County Council that the maximum vehicle size to be used to service the convenience store will be a 12m rigid vehicle.

2.4 Drawing ITM9036-GA-028 Rev A demonstrated that a 12m rigid vehicle does not cross any parking spaces and there is space between the car parking bays and the swept path of the 12m rigid vehicle. In addition, as set out below some car park dimensions exceed the parking standards.

2.5 The swept path shown in Drawing ITM9036-GA-028 Rev A illustrated that a service vehicle could enter the site whist a vehicle was waiting to exit the site, to ensure that the service vehicle does not have to stop on the spine road if a vehicle is waiting to exit the site and this is improved by the increased exit radii, as detailed below. Drawing ITM9036-GA-028 Rev C (enclosed at the end of this note) shows the swept path analysis with the increased junction radii. Further to this, as the access only allows for left turning movements from the site, vehicles will be naturally located at the western side of the access.

2.6 In addition, there is likely to be a low number of service vehicles to the convenience store and therefore a conflict between vehicles entering and exiting will be minimal.

2.7 DCC outline that manoeuvring within the site such as vehicles entering and leaving parking spaces could cause vehicles to back onto the spine road and potentially impact on the northern signal access to the site. The car park has been designed in line with DCC parking layout standards and in terms of the aisle width, the layout exceeds the required provision by providing a width of 8.8m including the hatched areas, which will aid car manoeuvring into and out of spaces. Drawing ITM9036-GA-028 Rev C presents the updated junction radii, swept path analysis and also includes the car park dimensions. Therefore, it is concluded that manoeuvring within the car park would not significantly impact on other vehicles entering the site.

2.8 In addition, the trip generation in i-Transport's Traffic Impact for Reserved Matters Applications Technical Note (Report reference: ITM9036-014A TN), demonstrated that in the AM peak a vehicle would enter the site once every one and half minutes and exit once every one and half minutes. In the PM peak a vehicle would enter the site once every c.1 minute and exit the site once every c.1 minute. Therefore, the likelihood of vehicles entering or exiting the car park spaces impacting on those arriving to the site will be minimal.

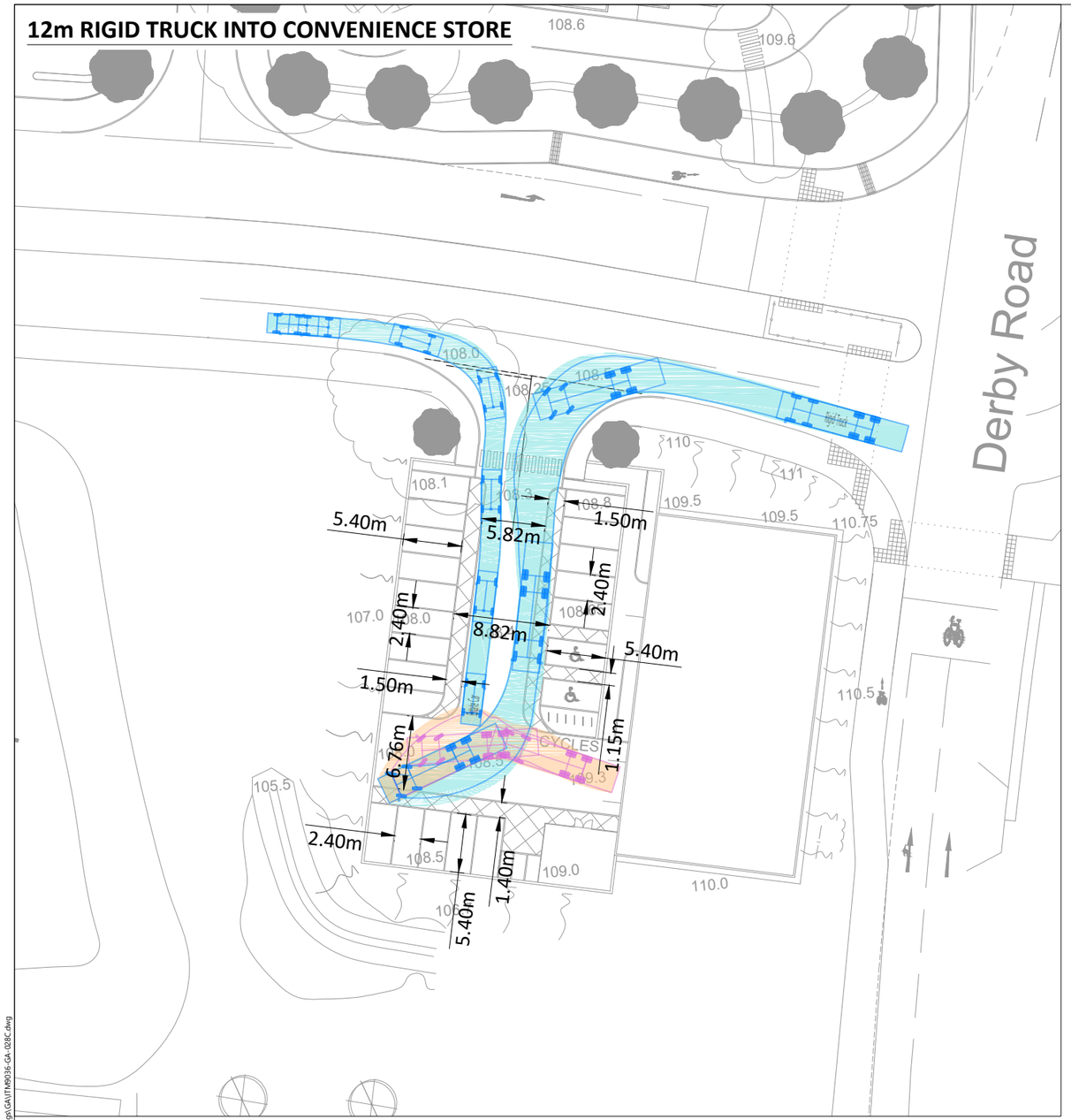
SECTION 3 Access Junction onto Spine Road

3.1 DCC advised that the layout of the junction should reinforce that there are no right turns from the site, through an increased exit radii and signage.

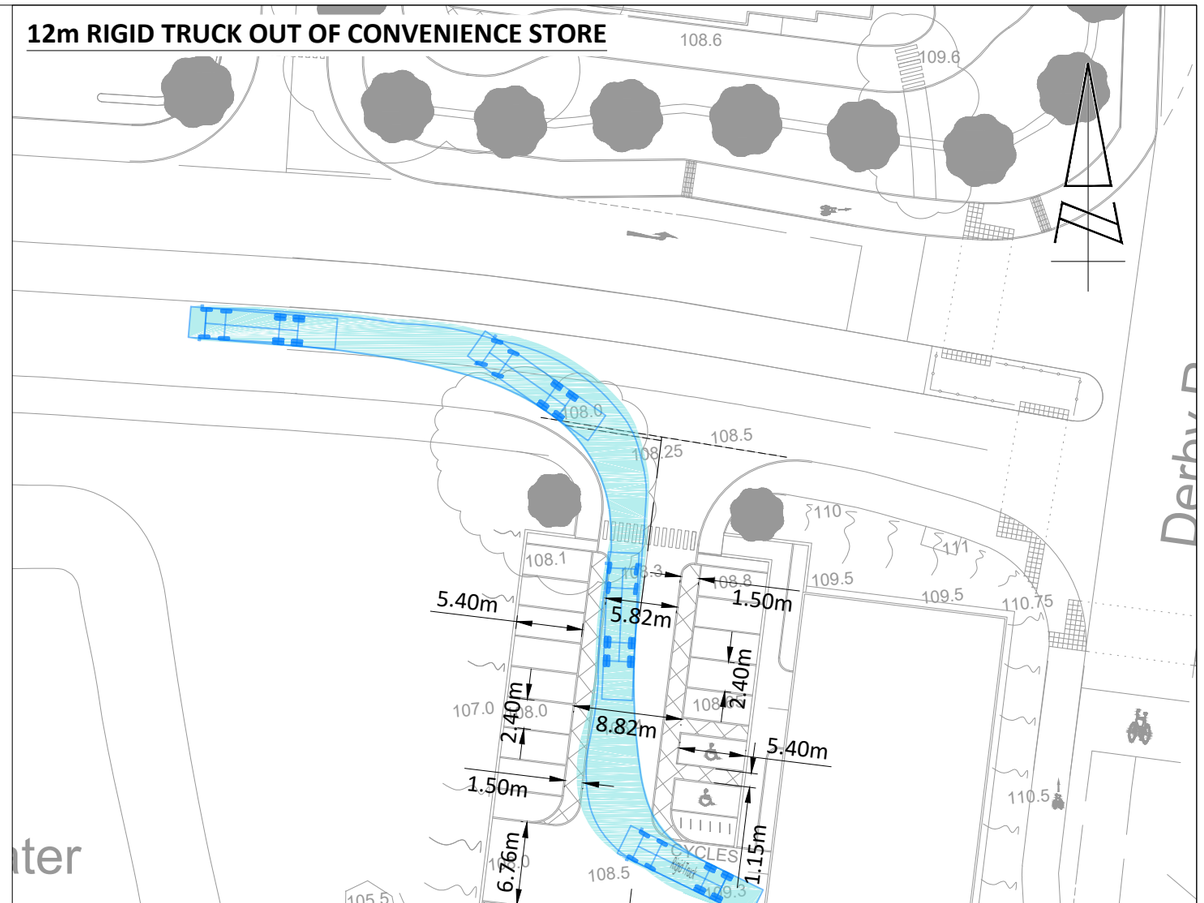
3.2 The exit radii of the site access junction onto Spine Road has been increased and a one-way sign (sign reference: Diagram 606 of Chapter 3: Traffic Signs Manual – Regulatory Signs) has been provided on the central reserve to reinforce that vehicles must turn left out of the access. Drawing ITM9036-GA-027 Rev D (enclosed at the end of this note) illustrates the updated access arrangements.

DRAWINGS

12m RIGID TRUCK INTO CONVENIENCE STORE



12m RIGID TRUCK OUT OF CONVENIENCE STORE

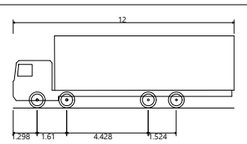


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SCALE BAR @ 1:500

0 5 10 25 50



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

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REV	DATE	BY	DESCRIPTION	CHK	APD
C	09.09.21	JB	DIMENSIONS ADDED	JO	JO
B	21.07.21	JB	SITE ACCESS UPDATED & DIMENSIONS ADDED	JO	JO
A	01.04.21	JW	UPDATED MASTERPLAN	JO	JO

STATUS: FOR INFORMATION

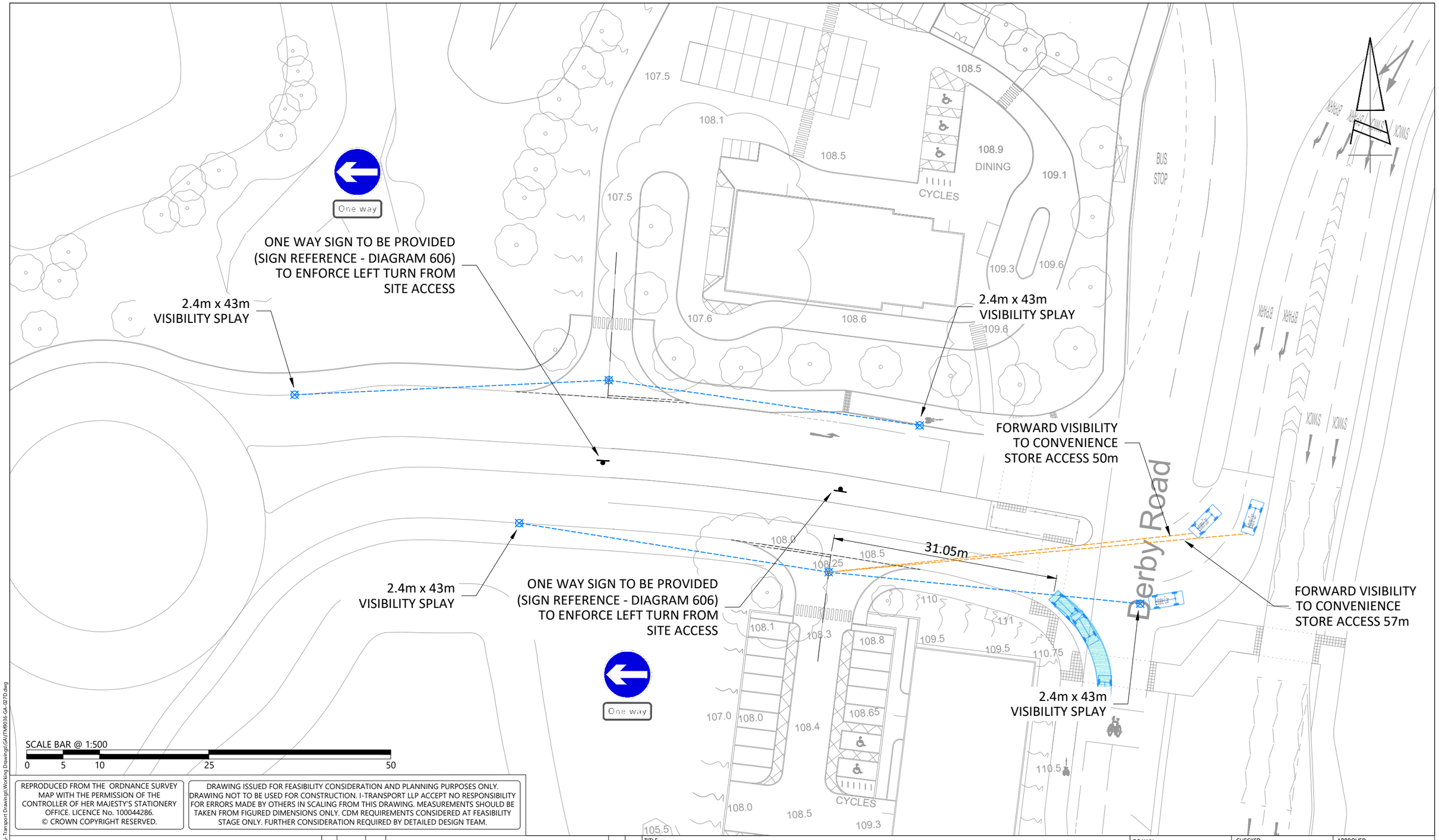
TITLE: SWEPT PATH ANALYSIS FOR CONVENIENCE STORE
12m RIGID TRUCK

PROJECT: LILY STREET FARM

CLIENT: PEVERIL HOMES

DRAWN:	CHECKED:	APPROVED:
JB	JO	VE
PROJECT No:	SCALE @ A3:	DATE:
ITM9036	1:500	11.03.21
DRAWING No:		REV:
ITM9036-GA-028		C

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REV	DATE	BY	DESCRIPTION	CHK	APD
D	09.09.21	JB	UPDATED MASTERPLAN	JO	JO
C	02.09.21	JB	UPDATED MASTERPLAN	JO	JO
B	21.07.21	JB	EDITS TO SITE ACCESS AND SIGNS ADDED	JO	JO
A	01.04.21	JW	UPDATED MASTERPLAN	JO	JO

STATUS: FOR INFORMATION

TITLE: RESTAURANT AND CONVENIENCE STORE
VISIBILITY SPLAYS/JUNCTION SPACING

PROJECT: LILY STREET FARM

CLIENT: PEVERIL HOMES

DRAWN:	CHECKED:	APPROVED:
JB	JO	VE
PROJECT No:	SCALE @ A3:	DATE:
ITM9036	1:500	11.03.21
DRAWING No:		REV:
ITM9036-GA-027		D

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APPENDIX A. DCC CONSULTATION RESPONSE

Chris Henning
Executive Director

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Derbyshire DE4 3AG

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Telephone: 01629 538661
Ask for: Cath Turkington
Email: cath.turkington@derbyshire.gov.uk
Our ref: 82012339/HDC/CT/34414
Your ref: AVA/2021/0442
Date: 28 May 2021

Sarah Brooks
Principal Planning Officer
Amber Valley Borough Council
PO Box 15, Town Hall
Market Place
RIPLEY DE5 3XE
FAO Sarah Pearce

Dear Mrs Brooks

Proposed Convenience Store, Land at Lily Street Farm, Derby Road, Swanwick

The above reserved matters application has been referred to this authority for highway comments.

The proposals are 1 of 5 reserved matters applications submitted for the Lily Street Farm mixed use development at Swanwick.

The original outline consent dates back to 2016 and proposed a quantum of development of 20,000 sqm B1, 15,000 sqm B2, 20,000 sqm B8, 80 bedrooms C1, 1250 sqm A4/A3, 600sqm D1, 500 sqm A1 retail store, 0.1ha community/medical plot, 600 dwelling C3, primary school 1.0ha, public open space and playing fields.

The current proposals, the subject of this reserved matters application, are for a 500 sqm convenience store.

The southern access into the site has been approved and construction works are currently underway. There is no Agreement in place as yet for the northern access.

Although the Masterplan submitted at outline stage was indicative, the proposed store was demonstrated at the opposite side of the site, by the southern access. The Highway Authority advised at the time of concerns that there was potential for the location of the store to impact on the signalised junction. The proposed store is now located by the northern access, approximately 30m from the signalised junction. Any restriction for vehicles trying to enter the site – ie manoeuvring vehicles entering or leaving parking spaces – could cause vehicles to backlog to the junction. The level of parking for the store is reasonable however it is important that there is no overspill onto the spine road, and it may prove necessary for a Traffic Regulation Order to be provided along the frontage of the store. As this is a reserved matters application I would question how this can be secured when it was not necessarily evident at outline stage that this could become an issue.

Roadside deliveries in this location would also not be acceptable as they would interfere

with the signalised junction, and the swept paths within the car park for delivery vehicles accommodate a 12m rigid truck. I am aware that some suppliers use larger vehicles, and the layout shown is reliant on accurate parking of the cars, and accurate positioning on entry/exit. There would appear to be additional space for the applicant to improve the car park and servicing access arrangements.

The layout of the junction should reinforce that there are no right turns from the site – an increased exit radii and signage will need to be demonstrated.

Please seek a revised layout from the applicant

Yours sincerely,

Development Control