

PLANNING COMMITTEE AGENDA - 28th August 2019

Applications of a non-delegated nature

UPDATES

THE PLANS LIST	
1.	19/01160/FULL - Siting of an open fronted storage building - Mid Devon District Council Unit 3 Carlu Close

AGENDA REPORTS	
1.	<p>19/00573/FULL - Variation of conditions 2, 3, 5, 6, 7 and 8 of planning permission 17/00910/FULL to allow substitution of plans - 10 Mayfair Tiverton Devon.</p> <p>27 Aug 2019. Revised drawing. A(01)08B Access Drive.</p> <p>Updating drawing No. A(01)08A to annotate the granite cobble 1.2m wide rumble strip and soft verge on eastern side of the private drive.</p> <p>21 Aug 2019. DCC Highway Authority.</p> <p>The Highway Authority accept shared surface roads constructed in tarmac. The key feature is the block paving/setts at the entrance where the footway ceases, demarking a change in situation. This can be ramped or flush. Steeperton Close Okehampton, St Giles in the Wood Torridge, Newland View Bideford and Hollands Park Phase 1 Exeter are examples of shared surface roads with tarmac roads. (Photos available).</p> <p>The safety of shared use areas came under scrutiny last year when the Government suspended their use . They have since confirmed that shared use cul-de-sacs are still a viable design and that it is only town centre flush shared surfaces which present a problem for disabled users, particularly sight impaired users.</p> <p>I trust that this demonstrates the use of such roads county wide are an acceptable form of development.</p> <p>14 August 2019. MDDC Operations (Refuse).</p> <p>As long as (<i>the road</i>) is at an adoptable standard and there is a waiver in place then we would have no issues, however a risk assessment would have to be undertaken prior to first collection to ensure we can get access / egress safely.</p> <p>13 August 2019. Objection</p> <p>It is apparent that there are certain design elements that define a shared surface. We are yet to see a detailed plan for the design of the access road which incorporates any design elements. To date, the drawings do not suggest that it is a shared space and that pedestrians have any kind of priority over cars.</p> <p>Evidence suggests the jury is out on shared spaces. If it is not obvious to all that it is shared space, then it is not shared space. It is irresponsible of Devon Highways not to apply scrutiny to the design elements of this road. Surely the road would be safer and more straightforward if the addition of a pavement for pedestrian use was included.</p> <p>This change to the conditions should not go to committee until the plan for the access road has been clearly posted on the portal, including a detailed description of the surfaces and materials to be used in its construction. Also it is still very unclear as to whether there is to be any kind of road marking at the junction with the main part of mayfair to show who has priority. At the</p>

	moment, construction traffic often proceeds onto the main highway as though it has priority over vehicles bearing right around the crescent.
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