

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0884

Your Ref: LP/P/2018/0884

Date: 6th November 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 460 359 1 Station Cottages, Bettisfield, Whitchurch.

Development: Two-storey side extension, relocating site entrance, reconstruction of conservatory and erection of open porch.

I refer to your consultation dated 22/10/2018 in respect of the above.

Access

The development site is located on a rural, classified road (Back Station Road) which is subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph along this section given the geometry of the road.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in the south easterly direction measured to the nearside edge of the adjoining highway and 2.4 x 33m in the north westerly direction measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline of the highway in the north westerly direction given the restricted carriageway width.

The existing access is 3.2m wide and is gated approximately 1m behind the adjoining carriageway. Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 2m in the south easterly direction measured to nearside edge and 2.4 x 6m in the north westerly direction measured to the centerline of the adjoining highway. Visibility is impeded in both directions by the existing boundary hedge.

I understand that the applicant wishes to close up the existing sub-standard access and provide a new access which provides improved access and visibility. In order to achieve the required splays from the new access point, I would recommend that the existing hedgerow and any other obstruction are either removed / setback or lowered to a maximum height of 1m above the adjoining carriageway.

The proposed 4m wide access is considered adequate. I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the highway boundary.

The proposed access will require s.184 consent to cross the highway verge.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be installed across the proposed access to intercept any private surface water run-off.

I would recommend that the existing access is closed up, topsoiled and re-seeded.

I would recommend that the applicant submits a revised plan indicating the above details including proposed visibility splays.

Parking and Turning Povision

In terms of parking provision, I comment as follows:-

I would recommend that parking provision is provided in accordance with LPGN 16 requirements. The provision of 3 no. spaces is considered adequate. I would recommend that a minimum 6m clearance is provided behind each parking space for turning purposes.

I would recommend that the applicant submits a revised plan indicating the above detail.

I await the requested information.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

peter o'neill
Planning Control Manager