

MEMORANDUM



From: Infrastructure and Planning Manager **To:** Head of Community Well-being and Development
Our Ref: TH/DC/PP/2011/0697 **Your Ref:** SJG/P/2011/0697
Date: 5th October 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 509 391 Park Farm, Fenns Bank, Whitchurch.

Development: Extension to existing dwelling to form additional living accommodation and farm office.

I refer to your consultation dated 21/05/09 in respect of the above.

The proposed development site is located on a rural classified road subject to a 60mph speed limit. Although vehicles may well travel up to the speed limit from the north westerly direction, I would estimate typical speeds at being around 40mph for vehicles approaching from the south east given the geometry of the road.

Based on these assumed speeds, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 215m in the north westerly direction and 2.4 x 120m in the south easterly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18. However, the applicant may wish to carry out a speed survey along this section to determine 85th percentile speeds and the appropriate visibility splays required.

Visibility from the proposed / existing access serving the farmhouse is inadequate providing splays of approximately 2.4 x 10m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow either side of the access.

Although visibility from the existing access is inadequate and does not comply with the requirements of TAN 18, there would appear to be scope to improve visibility from this access subject to modifications to the existing hedgerow and fenceline fronting the development site.

I would therefore not normally support any proposed development that is likely to result in an increase in vehicle movements utilising this substandard access.

The existing access is only 3.5m wide and cannot accommodate the simultaneous passage of 2 no. vehicles (as normally required for a shared access). I understand that the access will be used by both dwellings and the occasional tractor. I would therefore recommend that the existing access is widened to at least 4.8m for the first 10m behind the adjoining carriageway. No gates shall be erected within 10m of the adjoining carriageway. The proposed shared access shall be surfaced with hard bound materials for at least 10m behind the adjoining carriageway.

In terms of parking and turning provision at the development site, I comment as follows:-

I understand that both the existing farmhouse and new dwelling are 3 bedroomed. LPGN 16 would normally require each property to provide 3 no. parking spaces each providing adequate turning behind each space (ie/ 6m). Only 5 no parking spaces have been indicated on the submitted layout plan which is considered inadequate. The 3 no. spaces nearest to the existing access do not appear to have 6m clearance behind each space. I would recommend that the applicant submits a revised layout plan addressing these issues.

I would normally recommend that the application be **REFUSED** for the following reasons:-

1. **The proposed access is of inadequate width to serve as a shared access**
2. **There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**
3. **Parking and turning provision indicated on the submitted layout plan is inadequate.**

However, if the applicant were to offer improvements to the existing access to provide significantly improved visibility splays onto the classified road, then I would recommend that any permission be subject to the following conditions:-

CONDITIONS

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing improvements to the existing access including maximizing visibility from the proposed access has been submitted and approved in writing by the Local Planning authority.

NONSTD DWELLING TIED TO EXISTING PROPERTY

026R The proposed dwelling shall be tied to the existing farmhouse and shall not be sold off as a separate dwelling.

ZJ23 (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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

Note:

The applicant shall submit a suitably scaled drawing indicating proposed improvements to the existing access point. Proposed visibility splays must be indicated on any submitted drawing.

A handwritten signature in black ink, appearing to read 'J. Park' or similar, with a stylized, cursive script.

Infrastructure and Planning Manager

