

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0482

Your Ref: MP/P/2011/0482

Date: 30th August 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 530 The Fisheries, Buck Road, Commonwood, Holt.

Development: Additional pond area, parking area and tractor / trailer storage unit.

I refer to your consultation received on 30/08/2011 in respect of the above.

The proposed development site is located on Buck Road which is a rural, classified road subject to a 60mph speed limit.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

A newly constructed access has been provided to serve the fisheries (Planning Ref: P/2007/0463) which would be considered the preferred means of access to serve any additional development.

I understand that the new storage building is proposed to be accessed via the existing gated field access located to the south of the main access serving the fisheries. This access is approximately 4.8m wide, gated at 3.6m behind the edge of carriageway and unsurfaced. An existing public footpath (no. 21 - Holt) runs alongside this access along the southern boundary of the site.

Visibility from this existing gated field access is inadequate providing splays of approximately 2.4 x 20m to the south and 2.4 x 13m to the north measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

I would normally recommend that any proposed access of this nature be gated at least 10m behind the adjoining highway and surfaced with hard bound materials for 10m behind the adjoining carriageway.

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

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

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

However, this is an existing field access and the proposed development is unlikely to result in any significant increase in vehicle movements.

The proposed parking and turning provision indicated on the submitted layout plan shall be provided prior to first use of the development.

I would therefore have no objections to the proposed development and would recommend the following condition :-

CONDITION

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing shall be fully laid out, surfaced and drained prior to first use of the development. These areas 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, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant

Public Footpath No.21 – Holt passes immediately to the south of the development site and should not be interfered with.



Infrastructure and Planning Manager