

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PD/2011/0328

Your Ref: P/2011/0328

Date: 18 May 2011

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2830 4170 Tally Ho Inn, Newbridge Road, Newbridge

Development: Change of use of part of ground floor to form bric a brac / antique / curio's shop

I refer to your consultation dated 6 May 2011 in respect of the above.

The development site is located on the outside of a bend on a classified highway subject to a 30 mph speed limit. The site was converted from a public house into a residential dwelling a number of years ago and its former use is no longer a material consideration.

The existing site has a single garage with no off road turning facility which means vehicles must reverse on the highway to leave the site.

It is proposed that 48sqm of the existing ground floor are converted for A1 shop use. Four parking bays are proposed parallel to the highway fronting the house.

It is considered that parallel parking bays are unsuitable in this location; not only is the volume and type of traffic on the adjacent highway a concern, but it leads to manoeuvrability problems and causes drivers to look over their shoulder to check if the highway is clear.

It is current Council policy that any access on to a classified highway provides a turning facility within the curtilage of the site to prevent reversing on the highway. This is clearly not possible within the proposed site. Although there is an area of land 20m east of the site which could act informally as a turning facility, it is not considered appropriate for use in this instance as it would result in vehicles driving along the footway to turn round.

The concerns over manoeuvrability and turning are compounded by the fact that the road is heavily trafficked by HGVs and bin wagons going to the local landfill site 600m east of the application site.

The parallel parking bays proposed are only 5.5m long. Current guidelines contained in Manual for Streets recommend parallel parking bays of minimum 6m length. The space provided for parking is therefore inadequate. A maximum 3 bays can be provided to a suitable standard and this is considered inadequate given the proposed uses of the site as a shop and a dwelling.

If inadequate parking is provided there is clear potential for vehicles to be left parked on the footway fronting the site. This is unacceptable and a clear source of potential danger given the proximity of the site to the bend in the road and the type of traffic currently using the road.

There is also concern over forward visibility of vehicles wishing to enter the parking bays from an easterly direction. Given the bend in the road forward visibility is restricted to approximately 25m which is well below recommended standards for a 30 mph speed limit.

Given the concerns over visibility and parking I recommend that the application be refused for the following reasons:

REASONS

- There is restricted forward visibility at the access and increased use would increase the likelihood of danger to road users.
- The proposed development does not make adequate provision for the parking of vehicles clear of the public highway.
- The dimensions of the site are insufficient to accommodate feasible turning facilities within the curtilage of the site.



Infrastructure and Planning Manager