

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/1052 **Your Ref:** MP/P/2016/1052
Date: 23rd November 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 486 393 The Fields, School Lane, Bronington.

Development: Change of use of garage to self-contained dwelling.

I refer to your consultation dated 22/11/2016 in respect of the above.

I assume that the proposed dwelling is intended as a separate dwelling and not ancillary to the existing property.

Access

The proposed development site is located off School Lane which is a classified, residential road subject to a 20mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing private access onto School Lane is adequate in the easterly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 10m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow fronting the property known as Sheringham.

I would therefore not normally support any additional residential development served off this sub-standard access that is likely to result in any increase in vehicle movements.

The existing shared, private access serving the site already appears to be serving 5 no. dwellings. The existing shared access is only approximately 3.6m wide and is of insufficient width to accommodate the simultaneous passage of 2 no. vehicles. I would normally recommend a minimum width of 4.8m for such an access.

The driveway leading to the development site itself is approximately 68m long and is typically only 2.5m wide. The existing driveway is of insufficient width to accommodate the simultaneous passage of 2 no. vehicles.

Parking and Turning Provision

The existing dwelling appears to have 4 no. parking spaces with a limited turning area for cars fronting the double garage. This is based on 2 spaces in front of the dwelling and 2 spaces within the double garage.

Turning in this area is not ideal in that a bridleway runs along the existing driveway and alongside the existing garage.

No details of the proposed parking and turning provision for the existing & proposed dwelling have been provided. Details of the existing dwelling (ie/ no. of bedrooms) has not been provided.

The existing private driveway does not provide a communal turning head for either a refuse vehicle or a medium sized delivery vehicle.

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

1. **There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**
2. **The private driveway providing access to the site is considered to be of inadequate width and junction layout to accommodate any additional vehicle movements likely to be generated by the proposed development and any increase in traffic would be considered to be a potential source of danger to road users and pedestrians.**
3. **The existing private driveway does not provide a suitable communal turning head.**



Service Manager Environment

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