

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0498	Your Ref:	KH/P/2012/0498
Date:	13 th July 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 392 540 2 The Cottages, Rossett Road, Commonwood, Holt.

Development: Change of use from garage and store to home office and store (in retrospect).

I refer to your consultation dated 09/07/2012 in respect of the above.

The proposed development site is located on the B5102 Rossett Road which is a rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the south east and around 40mph for vehicles approaching from the north west given the proximity of the junction with Borrass Road.

Any proposed access would normally be required to provide visibility splays of 2.4 x 120m to the north west and 90m to the south east measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the proposed / existing access is inadequate in both directions providing splays of approximately 2.4x 52m in the north westerly direction and 2.4 x 70m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows fronting the neighboring properties.

The existing access is 4.4m wide with gates setback 6.4m behind the adjoining carriageway. The existing access is considered adequate to serve the proposed development site. However, the existing access is surfaced with loose bound materials which is considered unacceptable. I would recommend that the access is surfaced with hard bound materials (ie/ bitmac, concrete or block paving) for the first 5m behind the adjoining carriageway.

There would appear to be sufficient space within the curtilage of the property to accommodate up to 4 cars which is considered adequate. However, there does not appear to be sufficient space for vehicles to turn within the curtilage of the site. I assume vehicles will park at 90^o to the office / store and would therefore need 6m clearance behind for maneuverability. In order to achieve adequate turning space, I would recommend that the grass strip running along the southern edge of the boundary fence is removed and replaced with hardcore.

I understand that Mrs. Green is an equine physiotherapist which involves visiting clients all over the country with no clients visiting the property. She employs one member of staff as an administrative assistant but this only involves 2 extra vehicle movements per day which is considered to be insignificant.

Given the nature of the proposed office, I would consider existing parking and turning provision (subject to minor alterations) to be adequate. However, I would recommend that any consent includes a personal consent to ensure that the office is not utilized for a more intensive use which could result in an increased parking demand at the site and increased vehicle movements through the existing sub-standard access. However, could you ask the applicant to demonstrate the proposed parking and turning arrangements on a suitably scaled layout plan.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

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.

Peter Doonan

P.D.

Network and Infrastructure Manager