

From: Caves, Phil
Sent: 03/02/2010 16:01:29
To: Sakyi, Richard
Subject: Emailing: 10 18 FUL 03 02 10

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To: Richard Sakyi

HIGHWAY OBSERVATIONS FOR: 10/00018/FUL

DATE: 17 February 2010
CONTACT: Phil Caves
EXT: 2279

APPLICATION FOR ERECTION OF A SINGLE STOREY BUILDING FOR USE AS A NEW VILLAGE STORE AND CAFÉ WITH NEW VEHICULAR ACCESS
At: Land to right of Village Hall, Church Road, Sherington

I have looked through the plans and visited the site.

Under the council's parking standards the maximum parking requirement is:

A1	136m ²	@ 1 space per 14m ²	10 spaces
A3	47m ²	@ 1 space per 10m ²	5 spaces
Total			15 spaces

The proposed car parking area will combine the Village Hall parking with the new store / café. The existing car park does not have any marked out spaces. From the 2009 overhead photography this showed 11 cars within it. As the spaces are unmarked, car drivers naturally park with more space between each one than would be the case if they were marked out 2.4 – 2.5m wide spaces. It is not unreasonable to expect therefore that this car park could accommodate approximately 14 cars. I do not have the floor area for the village hall but from the overhead plans it appears to be about 300m². This equates to 14 car parking spaces under the parking standards (1 space per 22m²).

Knowing that the car park has had 11 cars in it but could accommodate approximately 14, I consider the parking requirement for the hall, store and café to be between 26 and 29 spaces. The submitted plans show 20 spaces, so there is a shortfall of 6 to 9 spaces.

The plans show two areas for cycle parking which could be repositioned on site to provide additional spaces and there would appear to be space on the south east end of the car park to add further parking spaces to meet the shortfall.

It is reasonable to expect that the store will attract HGVs for delivery purposes, yet no provision has been made to accommodate deliveries or for an HGV to turn on site.

In terms of the access, visibility from the access is acceptable although the layout would need some changes to it. Firstly, on the north east side, what appears to be a kerb line is shown to extend from the edge of the village hall building line when it should extend from the carriageway edge. I would also expect that appropriate crossing points for pedestrians be provided in terms of drop kerbs and tactile paving. The radii of the access would need to be widened to 9m in order to accommodate deliveries as mentioned above.

A footway fronts the site yet on the shop side of the access there is no pedestrian access linking to this.

Based on the submitted plans I recommend refusal of the planning application, but if the above points are addressed it may be acceptable.

Phil Caves
Engineer
Highways Development Control