

2 LOWER ROAD, EDINGTON,
NEW DRIVEWAY
SUPPORTING STATEMENT rev.b



Photo 1

-1-



Photo 2



Photo 3

The Proposal

The proposal is shown on Lerner Sing's drawing 814/01b and indicates an existing bank in front of an existing house, which is being excavated to form 1 no parking spaces to serve the property.

The back and sides of the bank once excavated will be held in place by structurally designed walls.

That same drawing shows the existing levels (in black) and proposed levels (in blue).

Site Access

The site is accessed directly off of Lower Road, an unclassified country lane with no pavement, and is outlined in red on drawing 814/BL.

Currently there is no off-road parking available to this property.

Anyone visiting or living at the house has to park in the road outside the property – see photo 1.

Traffic Generation Preamble

The proposal is fairly modest, and seeks to move parked vehicles from the road onto an off road parking area. This will not generate any increase in traffic to and from the site, as a result of this proposal. Therefore there will be no impact on the local or the wider highway network.

Traffic Impact

The area is subject to a 20mph speed limit though there are no speed cushions to aid this.

The site is located on a small straight section of Lower Road just to the South of a 'T' junction with Monastery Road. Other properties in this immediate location and on the same side of the road have driveways that access off- street parking. The impact of the proposal is assessed by reference to consideration of the adequacy of the parking arrangements that currently exists and its impact on current traffic movements.

The site has a frontage onto Lower Road, Edington. There is currently only a pedestrian access via some steps up to the house from the road. Vehicles using the house which have to park on the side of the road, effectively reduces the width of the carriageway way at that location. It also forces cars travelling from the 'T' junction in a westerly direction onto the opposite side of the roadway headlong onto oncoming traffic - see photo 3. Traffic along the road heading toward the 'T' junction are invariably met by vehicles travelling from the opposite direction forcing them to stop- see photo 2

There would be no increase in traffic as a result of this proposal .

It is true to say that creating these new bays would require cars to manoeuvre off the highway and into the spaces.

The impact of the proposal is assessed by reference to consideration of the adequacy of the current parking arrangements, their location and effect on current traffic flow.

Parking in front of the house would be “lost” in order to achieve the access to the parking places. Visibility for cars coming from the ‘T’ junction would as such be improved due to the “lost” parking in front of the house.

It is acknowledged that visibility from the proposed parking bay would not meet current visibility standards for a new build property, but this is not an application to construct a new house and associated parking. In fact reduced visibility already exists from the driveway of 3A Lower Road to the south west of this property.

Letters of support

There are two letters of support for this application included in the submission from the owners of the properties opposite the application site namely 2a & 2b Lower Road, Edington. In those letters they have given consent for mirrors to be installed on their land on the edge of the highway to aid visibility to the ‘T’ junction.

Summary and Conclusions

This Supporting Parking Statement supports a planning application submitted by Joe Unsworth to Wiltshire Council for the construction of 1 off road parking bays to serve an existing dwelling.

These are the following key tests that follow from National and Local Policy namely:

- i) Does the proposal provide a safe and suitable access to the site? and
- ii) Is there a severe impact to the highway as a result of this scheme.?

Furthermore the impact of the proposal cannot be classed by any reasonable interpretation as being “severe”. Overall, in the context of the Council’s Local Plan, there are, (in our opinion), no sustainable grounds to object to the proposal.