

SITE

- The proposed shed is not large enough for its proposed use - see the letter from planning officer dated 15th April which states a minimum internal dimension of 3 x 6 metres is necessary for a structure to be considered an off-street parking space
- Consequently the vehicle will protrude .5 metres onto the verge
- The verge which is owned by Highways will be ceded to an individual for their own use **AND MANAGED**
- The Legal implications include:
 - o Maintenance of access: whose responsibility is it?
 - o Legal responsibility for any accident which may occur on or near the site e.g an accident caused by reduced visibility due to the presence of the applicant's vehicle
 - o Monitoring of vehicle position: whose responsibility will this be?
 - o Transferable rights, should the property be sold (the property was on the market in Spring 2013)
- Success of this application will create a precedent which is both unsatisfactory and contentious; this is bound to create problems in the future

PARKING

- The gravel access would be an obvious and tempting place to use as a parking area
- The dimensions of the vehicle to be parked are unclear, however, raising of the roof suggests a substantial vehicle (for the last few years a large Land Rover)
- Should the gravel access be used as a parking area, this could exacerbate the problem of impaired visibility of a very busy highway
- It is this very problem that lies at the origin of the neighbours' complaints and objections to this application
- Obviously there would be nothing to prevent even larger vehicles being parked in the future, e.g. pick-up truck, motor home, caravan...

HIGHWAY SAFETY

- The applicants have a lay-by directly in front of their property at 129 Main Road and this lay-by will take up to 5 cars. The applicant's vehicle has parked there daily for the last 11 months without incident
- Installation of a carport would mean the vehicle will have to reverse, either in or out, impeding traffic flow. (It is recommended in the Highway Code that vehicles should avoid reversing from a drive onto a main road). It is impossible to see how these manoeuvres constitute "a benefit" in terms of highway safety (~~Quote from document 3~~) compared with simply entering/exiting the lay-by which is conveniently adjacent to the applicant's home

AS STATED BY HIGHWAYS

Justin Young – 129 Main Road, Long Hanborough, OX29 8JX

Parking within the area of my dwelling has always been an issue and many residents are having to park on the village verges to avoid obstructing the highway. Our residence does not offer any dedicated off street parking due to the characteristics of properties built in the 1700's. Within a 75 meter radius of my property there are in excess of ten homes and two commercial businesses which have no dedicated parking and endeavour to utilise the four spaces available in the lay-by. Households are increasing their vehicles with many children living at home well into their late twenties. This can be seen throughout the village.

It is my aim to develop an existing building which is in need of repair to provide safe and secure parking for myself and young family. The current situation is extremely stressful and greatly impacting on our lives, having to re-park our car as spaces in the lay-by become available late into the night. Unloading a young family on the highway carries its own obvious risks.

The redevelopment of our out building would provide safe vehicle parking and by removing a vehicle off the highway, the other residents would also be beneficiaries of the development. The parking of a vehicle would not impact on surrounding neighbours and as such only one of seven has raised issues for the planning which on its own merit provides a positive acknowledgement of the planning consent.

Mrs Brown has issues with the safety of exiting her private lane, this view however is not shared by her next-door neighbour or the local Police. Furthermore the building for development is not visible from her house and has no impact on her boundary.

Through consultation and site visits from the relevant departments, all have been in approval of the planning. The angles and range of vision for exiting Mrs Browns drive is well within highways legal guidelines, and as such the developments has been backed by the highways department and no safety issues have been raised. Photographs supplied with validate and verify the vision available exiting the driveway. Furthermore there is a pedestrian footpath between the highways verge and the road, as is the case with surrounding driveways.

I understand this is a unique development but I trust you will understand the issues and stress the current situation provides. Simply parking on the highway is not a safe viable option. We are not looking to cause any complications to our neighbours, but simply to resolve an ongoing and increasing problem surrounding parking around the older cottages in the village. This building is the only opportunity for development and resolve in the vicinity.

The portfolio presented to you provides much research and the full written backing from the highways and planning department. I trust you will emphasize with our current situation and support the upgrade of an existing building to a car port.