



**2 Chilver Farm Cottages / Red Gate Farm, Chilver House Lane, Norfolk, PE32 1ES**

**Change of Use from Residential Garden / Countryside  
to a Base for Cleaning Company**

## **TRANSPORT STATEMENT**

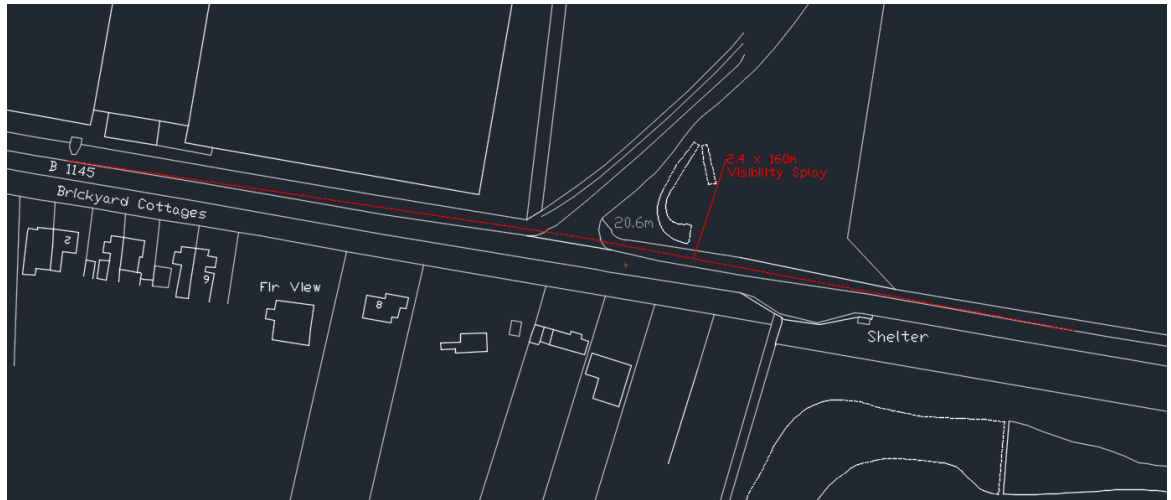
**21<sup>st</sup> October 2021**

## 1.0 INTRODUCTION

- 1.1 This transport statement has been prepared to support a part retrospective planning application for a change of use from residential garden / countryside to a base for a family run cleaning business.
- 1.2 A previous planning application, reference 21/00330/F, was submitted by another agent, validated on 22<sup>nd</sup> February 2021, but was later withdrawn on 20<sup>th</sup> July 2021 due to incomplete and incorrect assumed by the previous agent.
- 1.3 Subsequent to the withdrawal of the above planning application, an enforcement case was raised, reference 20/00512/UNAUTU, which remains open and awaiting the submission of a new planning application. This transport statement forms part of the planning application that is awaited.
- 1.4 JDS Consulting Engineers Ltd visited the application on Wednesday 15<sup>th</sup> September 2021 between 11am – 12:15pm, the weather was fine and dry.
- 1.5 The main site is currently being used for the storage of materials and equipment, but all business vehicles and activities are currently based elsewhere at one of the owners properties. Therefore, this planning application is part retrospective.

## 2.0 SITE LOCATION, SITE OBSERVATIONS AND SURROUNDING INFRASTRUCTURE

- 2.1 The main site is located along a private access road called Chilver House Lane in a rural area within the parish of Bawsey in the county of Norfolk, with Kings Lynn approximately 4 miles to the west and the village of Gayton 3 miles to the east, connecting to the public highway at the B1145.
- 2.2 The Chilver House Lane junction with the B1145 has a wide metalled access for a depth of 4.7m over a width of 22m adjacent to the channel line of the B1145 narrowing to 5.1m within the access and at the back of the public highway, which is clearly defined with edging kerbs.
- 2.3 Chilver House Lane is an unlit tree lined access road and has varying surface types from bound to unbound materials and widths ranging from around 2.5m up to 4m with various passing areas, all having sight of each other. A range of photo's can be found in Appendix A along the route from the B1145 to the main site.
- 2.4 Due to the nature and character of the access, speeds are exceptionally low, with speeds of around 5-10mph observed on site.
- 2.5 The B1145 within the vicinity of Chilver House Lane is a single carriageway road around 6m wide, with straight horizontal alignment in either direction of Chilver House Lane. It is subject to a 50mph speed limit within the vicinity of Chilver House Lane and is lit with wide grassed verges either side of varying width. There are no linear footways, however there is a very short section of footway on the north side approximately 10m from Chilver House Lane for a bus stop and a short section of footway on the south side commencing approximately 10m from Chilver House Lane up to an existing bus stop, both to the east of Chilver House Lane. There are a number of hard surfaced vehicle crossovers on the south side of the B1145 opposite Chilver House Lane.
- 2.6 Whilst the land either side of Chilver House Lane along the B1145 has numerous trees and shrubs, there is pallisade style fencing, clearly defining land boundaries. There is also a telegraph pole to the northeast side of the Chilver House Lane access and various street furniture and road signs within the highway verges further along.
- 2.7 There are no public rights of way within the vicinity of the application site or Chilver House Lane.
- 2.8 There are bus stops either side of the B1145 within a very short walking distance of Chilver House Lane. The nearest one on the northern side of the B1145 has no shelter and is on carriageway stopping, whereas the one on the southern side a little further away has a layby and shelter.
- 2.9 The junction of Chilver House Lane with the B1145 is an existing wide junction with good vehicle to vehicle visibility in both directions of the B1145. Splays measuring over the required 2.4 x 160m are achievable within the public highway. See Section 4 for further details.



2.10 Chilver House Lane serves 11 dwellings, a large commercial stables (located just beyond the main site of this application), a farm and farm land beyond the curtilage of the residential area, so all vehicles from residents vehicles, horse carriers and farm vehicles use this route. Beyond the residential area Chilver House Lane continues on and reconnects with the public highway via private unnamed tracks and access roads. From these existing uses an average trip generation of over 20 two-way trips per hour has been observed, which is not unexpected.

### 3.0 PROPOSED DEVELOPMENT

- 3.1 This proposal is for a change of use from residential garden / countryside to a base in which to run a cleaning company from including storage, offices and parking.
- 3.2 The cleaning business is an existing family run business and will involve the owners and their employees attending a customers premises, which can be either residential or commercial, to provide cleaning services. These include ovens, carpets, rugs, furniture, guttering, etc.
- 3.3 The main site is required for offices, welfare facilities, storage and parking for the owners and employees of the business.
- 3.4 Eight car parking spaces, three to the front of the site and five within the rear area, have been indicated on the Planning Drawing, reference 6370/PL01B. In addition, there is also adequate space for turning to ensure all vehicles can enter and leave the site in forward gear.
- 3.5 The company currently has 2 kia sorentos, 2 renault traffics, 1 vauxhall vivaro, 1 LDV maxus & 1 citron dispatch. The kia's are used daily and will be taken offsite at the end of every day, leaving a maximum of 5 vehicles parked on site overnight. For logistical reasons, some employees will take work vehicles home overnight to travel straight to the customers premises the next morning. Both during the day, and occasionally overnight, employees vehicles will be left in place of the work vehicle parking spaces. There is ample room within the site to park and manoeuvre both the staff members vehicle and their work vehicle around. Furthermore, there is adequate space for the administration staff to park, although only one currently drives to work. It is also worth noting, that the company currently have more work vehicles than staff as each van is set up with the necessary equipment to perform a specific task, i.e. oven cleaning, carpet cleaning, guttering cleaning, etc. So, the staff member will take the relevant vehicle for the job required.
- 3.6 The following table shows the existing / proposed staff members (including the owner/manager) arrival and departure times at the site together with what mode of transport they arrive on. However, these can fluctuate slightly depending on the time of year and workloads :-

Staff Member	Mode of Transport	Arrival Time	Departure Time	Days of the Week
1	Private Car	7:15am	Varies between 3 - 5pm	Mon to Fri
2	Private Car	7:40am	Varies between 3 - 5pm	Mon to Fri
3	Private Car	7:50am	Varies between 3 - 5pm	Mon to Fri
4	Cycle	8:00am	Varies between 3 - 5pm	Mon to Fri
5	Private Car	8:30am	Varies between 3 - 5pm	Mon & Fri only

- 3.7 The above includes two administration staff, one full-time and one on Mondays and Fridays only. The remainder will be working off-site primarily at customers premises.
- 3.8 The existing static caravan has no living or bedroom space and is to be used for dry storage and sanitary facilities only.

- 3.9 The porta cabin will be used as an office for both administration staff, management and cleaners. However, management and cleaners will generally be on site a very short time after arrival to collect their work vehicle / top-up products, etc, so will leave soon after arrival. Likewise at the end of the day to swap back to their own vehicle.
- 3.10 In terms of deliveries of materials and products, these are purchased in large 5 litre or 10 kg tubs, and delivered to the owners dwelling, then brought to site when he is next in. This occurs approximately 3 to 4 times a year. The company have a full range of equipment, so rarely buy new equipment, but if they do, it is likely to be second-hand and collected by the owner. For small deliveries that will be sent to the application site, they will arrive either by Royal Mail (on their usual round) or by a courier, but these will be few and far between.
- 3.11 Members of the public, particularly customers, will not generally visit the site as most customers make contact via telephone, email or through the website. Furthermore requests for cleaning removable items such as rugs or chairs at the cleaning companies premises are declined.
- 3.12 To the best of the applicant's knowledge, they understand that a static caravan had been on site since around 1999, and has been used for various uses, the most recent use being an office and motorbike garage. This was not watertight or fit for purpose, so has been replaced with a newer one, which has been used for dry storage.
- 3.13 As can be seen on the Location Plan, plan number 63700/00B, the site is accessed along a private drive called Chilver House Lane, which abuts the public highway at the B1145.

## 4.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 4.1 The application site includes a private access road called Chilver House Lane and connects to the public highway at the B1145, as shown on the Location Plan, plan number 63700/00B.
- 4.2 There is an existing hard paved access measuring 22m wide along the channel line of the B1145 narrowing to a width of 5.1m at a distance of 4.7m from the channel line at the junction of Chilver House Lane with the B1145. A bullnose kerb runs along the channel line of the B1145 with edging kerbs clearly defining the extent of the access and the back of the public highway. See Photo's 1 & 2 below.



Photo 1



Photo 2

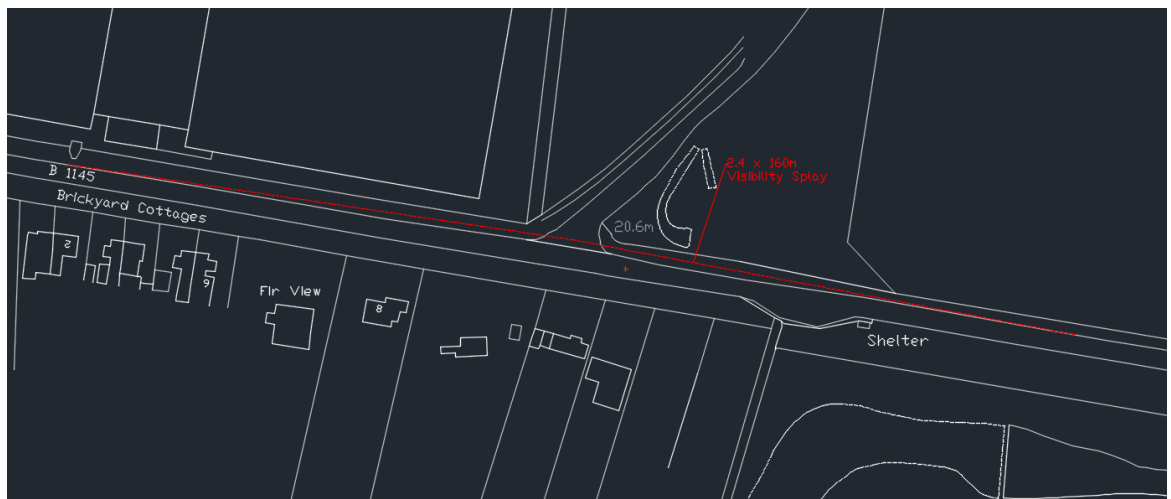
- 4.3 Chilver House Road at its connection with the B1145 is 5m wide narrowing to around 4.5m over a distance of approximately 10m from the edging kerb at the back of the formal access. This allows incoming vehicles to enter and pass at least two if not three vehicles waiting to exit Chilver House Lane, thus avoiding any backing up of vehicles on to the B1145.
- 4.4 The junction of Chilver House Lane has very good vehicle to vehicle visibility in line with the standards set out in Design Manual for Roads and Bridges – Road Layout Design - CD109. Photo 3 below shows the available visibility to the east and Photo 4 to the west standing 2.4m from the channel line of the B1145. Vehicle to vehicle visibility splays of 2.4m x over 160m is available within the public highway verge, as demonstrated in Diag 1 below. It is noted that the trees and shrubbery within the public highway would benefit from cutting back to improve the visibility splays further, which the applicant would be happy to arrange or cover the costs for, if this would assist the Local Highway Authority.



Photo 3 (Looking eastbound)



Photo 4 (Looking westbound)



Diag 1 - Vehicle to Vehicle Visibility Splays – 2.4 x 160m

4.5 Chilver House Lane is unlit with various types of surfacing and a nominal width of 3m but widening greatly in some areas. There are a few passing places, the first being 96m from the B1145, which can be seen immediately upon entering Chilver House Lane. The access road widens to 7m at this passing bay and is around 20m long including the lead in and out, which could easily accommodate two waiting vehicles if required. Photo 5 below shows a SUV vehicle waiting within it, which demonstrates there is more than adequate space for vehicles to pass with ease. You can also see in the distance the junction of Chilver House Lane with the B1145.





Photo 5 (Looking southbound towards the B1145)

- 4.6 There are other passing places further within the site, one where an island splits the access road in to two and effectively creates an informal junction. See Photo 6 below.



Photo 6 (Looking northwards, access to site is off to the right)

- 4.7 Given what Chilver House Lane serves, the existing trips are relatively low and even when adding in the expected proposed trips from this development, the overall trips will still be considered very low.
- 4.8 From Section 3 above, it can be seen that proposed staff numbers and their associated vehicle trips are extremely low and predominantly outside generic peak hours with all arriving and departing at different times. The impact of this level of activity is not only considered very low but insignificant in terms of impact on the public highway.
- 4.9 Chilver House Lane serves 11 dwellings, a large commercial stables, a farm and farm land beyond the curtilage of the residential area, so all vehicles from residents vehicles, horse carriers and farm vehicles use this route.
- 4.10 Given the geometry of the access where it connects to the public highway at the B1145, vehicle to vehicle visibility on to the B1145, the nature and character of Chilver House Lane which promotes slow vehicle speeds and the provision of passing bays along it, it is considered that this proposal will generate a very low and insignificant level of trips and will not create a severe impact or result in any highway safety issues.

## **5.0 CONCLUSIONS**

- 5.1 This planning application to change the use of a residential garden and countryside area to a business use for a mobile cleaning company generates a very light trip generation with varied arrival and departure times ensuring no combined arrival or departure of vehicles.
- 5.2 Access to the site is via a private access road called Chilver House Lane, which has a wide access on to the B1145 and passing locations from the B1145 to the main site.
- 5.3 The junction of Chilver House Lane with the B1145 is existing and provides sufficient space for two or three vehicles waiting to exit whilst other vehicles enter, therefore will not cause any highway safety issues with vehicles not being able to enter upon arrival or being held up on the B1145.
- 5.4 Vehicle to vehicle visibility splays of 2.4m x 160m, in line with national requirements, are available either side of the existing access, within the public highway verge areas.
- 5.5 Chilver House Lane is very lightly trafficked and the proposed traffic associated with this application is considered slight.
- 5.6 In summary, the proposal will not cause a severe or adverse impact on the public highway or a highway safety issue, and therefore we trust that the Local Planning Authority and Local Highway Authority can support this application.

## **APPENDIX A**

**Photos taken from the B1145 to the main site**





