

APPLICATION STATEMENT

FOR PROPOSED REMOVAL OF FORWARD BOUNDARY WALL ALONGSIDE HIGHWAY, PROVISION OF
1NO. OFF STREET PARKING SPACE

AT ROTHLEY COTTAGE, WILSONS PLACE, CATTON, NORTHUMBERLAND, NE47 9QR

[UPDATED DOCUMENT TO INCORPORATE AS BUILT PHOTOGRAPHS AND STATEMENT AT REAR](#)



REF: 21-85
Edition date 16.08.2023

PROPOSED REMOVAL OF FORWARD BOUNDARY WALL ALONGSIDE HIGHWAY, PROVISION OF 1NO. OFF STREET PARKING SPACE AT ROTHLY COTTAGE, WILSONS PLACE, CATTON ON BEHALF OF MR S HARMAN.

This application submission seeks the support of the local planning officers and their consultees in regard to the proposed works at the above property. This application has been made following receipt of a pre-application response from Miss E Woodruff, reference 21/00860/PREAPP and incorporates amendments to the proposal with a view to reduce the scope of the work.

The attached drawings indicate the applicant's site both as existing and as proposed. The basis of the development comprising the partial removal of the front boundary stone wall and the provision of a single off street parking space for one domestic vehicle.

The property is the end of terrace dwelling facing the main street running through the village of Catton. Given the number of properties in the vicinity the number of vehicles parked in the locality has increased and it has been recognised that a number of properties have undertaken similar works in order to facilitate parking of their cars off the highway. See the example photographs at the end of this statement. However, given the restrictions at the rear of the properties, vehicles are often parked on the highway.

It is appreciated that the highway through Catton is a main through road for those travelling both from the village and wider area, in particular Allendale to the South, headed north-west to both Hexham and Newcastle. In order to control the speed of vehicles through the village, the 30mph speed limit is further highlighted by traffic calming measures both to the north and south boundaries of the village with illuminated speed register signs.

The proposal provides sufficient space for one car to be parked off the highway, beyond the radius curves taken from the edge of the highway into the property of 2.4m as indicated on the attached drawings. Suitable sight lines can be achieved in both directions (requirement of 45m) however this extends further to the north of 75m, due to the curvature of the highway at the south the distance south is reduced to approximately 46m. However, in practice, the visual aspect "alongside/behind" the vehicle is greater as the ground levels drop away toward the south of the property and the site boundaries are all low level providing an open aspect to the terrace of houses i.e. the height of the forward boundary walls are all circa 500-600mm in height, well below that height of a person sat in a vehicle.

It is acknowledged that the terrace of properties are attractive, and following the comments made within the pre-application consultation response, the applicant has looked to only increase the existing opening width by a further 2870mm, the majority of the existing wall being retained as a result.

The stone removed from the boundary wall would be reused in the creation of the parking area to ensure that natural materials are used. No loose surface materials would be used within 6m of the highway and all surface water would be directed into the lawn at the front of the house. Furthermore, it is proposed that the boundary to the property would be defined with a linear surface water gully to prevent surface water during sustained inclement weather from overflowing to the highway.

Whilst there is limited vehicle access at the rear of the property, this is not suitable for parking vehicles due to the narrow nature of the rear yard and garden. Furthermore, the access track itself can become rather congested with neighbouring properties uncontrolled parking and access requirements.

There are no significant trees nor hedgerows that would require removal as part of this proposal. The proposal is not thought to disturb any biodiversity at the property, nor is it considered to be located on any contaminated land.

The works have been undertaken and subsequently the applicant has been in consultation with Mr Glen Harrison of Northumberland County Council Highways Authority. He has been appointed by the applicant to arrange and undertake the works to the highway/dropped kerbs and footpath.

In addition, the finish of the driveway was deemed acceptable as the ground levels drop sufficiently away from the highway. Works to the highway will include the provision of a pin kerb to prevent any loose material from discharging onto the highway/footpath.

Photographs from the locality follow in the pages below, highlighting the similar exercises undertaken by neighbours and the restricted nature of the service lane located at the rear of the properties followed with photographs of the completed works.

We welcome your comments, and the applicant is willing to take on board any further suggestions that the officers would recommend.



Darryl Bingham Architectural Services.
MRICS MCIAT
07833 934400
darryl@dbarc.co.uk



Site boundary wall looking South-East



Rothly Cottage end of terrace centre of photograph (partially concealed from view by hedge)
NOTE: neighbouring property recent access and parking installed.



Looking along highway to the north of the site



Looking South



2no. domestic properties access on inner curve of main highway at southern end of terrace



Shared access with farm leading to rear service lane on left hand side of the lane in front of distant stone wall



Rear service lane access to site at far end of this lane

[AS BUILT PHOTOGRAPHS – Taken 16.08.2023.](#)



View of new access and parking area viewed from opposite footpath



Parking area viewed from garden



Closer aspect of access



Looking Southeast



Footpath and dropped kerbs to be replaced under agreement with G Harrison of Highways Authority