

**PROPOSED APPLICATION FOR VARIATION OF PREVIOUS CONDITIONS ON
APPROVAL 4/20/2278/0B1 AT SWALLOWS REST CROSSFIELD ROAD
CLEATOR MOOR CA25 5BU**

**DESIGN AND ACCESS STATEMENT SETTING OUT REASONS FOR THE
VARIATIONS**

CONDITION 2

Condition 2 states that the access gates should be set back from the highway no less than 4.5m. We wish to vary this condition to read "be recessed no less than 2.4m".

The dwelling, Swallows Rest, is located at the end of Crossfield Road which is a cul de sac, and the adopted highway also ends at the SW boundary of the dwelling. Traffic is very light with no through traffic. The access gates do hang to open inwards and the gates are 2.4m recessed from the edge of the highway.

The gates are normally open through the day but closed at night. If a vehicle arrives and the gates are shut, although part of the vehicle will protrude in to the highway, while the gates are opened, as there is so little traffic passing the dwelling, the vehicle does not cause an unnecessary obstruction.

A further very important factor is that the front of the house is some 6m from the front boundary. If the gates were recessed 4.5m in from the highway edge, it would be impossible to actually access the forecourt with a vehicle.

For this reason and the fact of the lightly trafficked road we wish to vary Con 2 to read "2.4m instead of 4.5m".

CONDITION 3

Condition 3 states that the access drive shall be surfaced in cement bound material or a bituminous material for a distance of at least 5m inside the site.

The existing tarmac apron extends from the highway edge to the access gates 2.4m from the highway edge.

Beyond this the forecourt has loose gravel which is a permeable material. The gravel is retained at the gates with the tarmac apron extending beyond to the highway. NO GRAVEL is spilled on to the highway by any movement of vehicles, which is the main purpose behind this condition and we consider 2.4m is an acceptable depth surfaced in tarmac to satisfy this requirement.

Furthermore tarmac is a hard surfaced material with a lot of surface water run off in heavy rain, and gravel is a permeable material which absorbs SW and transfers it to the ground.

CONCLUSION

For the reasons as stated above we wish Cons 2 and 3 to be varied in the full knowledge that this will not affect highway safety in this very quiet and lightly trafficked cul de sac.

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