

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0060 Res (2) **Your Ref:** SJG/P/2021/0060
Date: 1st December 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 493 413 Brook Barn Lane from Whitewell Holding to St Marys Church, Whitewell, Whitchurch.

Development: Six Glamping Pods and Associated Groundworks.

I refer to your consultation / email dated 17/11/2022 in respect of the above.

Access

The proposed development site is accessed off Church Lane which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m measured to the centreline of the adjoining highway. Visibility can be relaxed to the centreline of the road given the limited carriageway width.

Visibility at the existing / proposed access appears adequate in the westerly direction providing splays in excess of 2.4 x 25 measured to the centerline of the adjoining highway subject to regular maintenance of the existing hedgerow. Visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 14m measured to the centerline of the adjoining highway. Visibility in this direction is restricted by the existing boundary hedge which could be lowered to achieve adequate visibility. The applicant has control of this hedge and has offered to adjust accordingly.

The existing access is 8m wide and surfaced with loose bound materials and is considered adequate to serve as a shared access for both the existing residential property and the proposed glamping pods. I would normally recommend that the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. I would recommend that an Aco drain or similar is installed across the access to intercept any private surface water run-off.

In terms of access routes to / from the site, I assume that the main route would be via the unclassified road to the south (Whitewell Road) then via the classified road leading to / from the A525.

Church Lane and Whitewell Road (both unclassified) are narrow, rural lanes which cannot accommodate the simultaneous passage of vehicles. Visibility at the junctions of Church Lane / Whitewell Road and Whitewell Road / Classified Road are both sub-standard and would not benefit from any significant increase in vehicle movements.

Visibility at the Church Lane / Whitewell Road junction is approximately 2.4 x 23m to the south and in excess of 2.4 x 33m to the north measured to the centerline of the adjoining highway. Visibility is impeded at the junction by the existing hedgerow in the southerly direction. Based on assumed typical speeds of 25mph, any proposed / existing junction would normally be required to provide visibility splays of 2.4 x 33m measured to the centerline of the adjoining highway.

Visibility at the Whitewell Road / Classified Road junction is approximately 2.4 x 8m to the west and 2.4 x 6m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded at the junction by the existing hedgerow in the westerly direction. Visibility is impeded in the easterly direction in that the required splay would cut across 3rd party land. Based on assumed typical speeds of 40mph, any proposed / existing junction would normally be required to provide visibility splays of 2.4 x 33m measured to the centerline of the adjoining highway.

Traffic Generation

I would assume that the proposed glamping pods could generate in the order of 4 movements per day per pod equating to a potential increase at the site of 24 daily vehicle movements. I would not normally be able to support a development of this nature given the issues raised above. However, I understand that the applicant runs an existing construction business from the premises. I understand that this business includes 6 employees, 3 vans, 1 HGV and 2 JCBs. The applicant has indicated that the existing construction business and its associated vehicle movements will be relocated to another site. On this basis, it is considered that the likely vehicle movements as a result of the proposed glamping pods will be no greater than those currently generated by the existing business. **I assume a suitable condition will be imposed to ensure the development does not operate until the existing business is re-located.**

Parking & Turning Provision

The submitted layout plan indicates the provision of 6 parking spaces plus a turning area within the curtilage of the site which appears acceptable.

Waste Collection / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development.

Could you please ask the applicant to liaise with our Senior Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

Public Footpath

PROW no. 1 – Iscoyd runs along Whitewell Church Lane and must not be interfered with (see note).

I therefore have no objections to the proposed development and recommend any permission includes the following conditions;

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

ZJ16 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant:

Public Footpath No.1 - Iscoyd passes in front of the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.



Chief Officer, Environment & Technical