MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Lauren Rowlinson
Our Ref:	ET/DC/PP/P/2024/1654	**Your Ref:**	P/2024/1654
Date:	15/05/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI ADEILAD AMAETHYDDOL AR GYFER ARDAL STORIO A GWEITHDY / ERECTION OF AGRICULTURAL BUILDING FOR STORAGE AND WORKSHOP

LOCATION: CHURCH HOLDING, WHITEWELL, WHITCHURCH, SY13 3AN

I refer to your consultation / email dated 21/04/2024 in respect of the above.

General

The proposed development comprises the erection of an agricultural building and workshop. The existing site is accessed via a shared access off Church Lane serving a number of buildings and an existing dwelling on its eastern side.

It is unclear as to the existing use of the buildings and exactly what the new building and workshop are intended for or their likely daily traffic generation (business or personal use).

Planning application ref: P/2021/0060 for 6 glamping pods was previously submitted at the site. However, it is not clear whether this application was approved and whether the applicant intends implementing any such consent at the site.

It was previously understood that te applicant operated a construction business from the premises. This comprised 6 employees, 3 vans, 1 HGV and 2 no. JCB's. The applicant previously indicated that this business / operation and it's associated vehicle movements would be re-located to another site. However, it is not clear if this business still operates from this site or has actually moved out.

The LHA recommend that the above details are clarified / provided.

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 is inadequate in both directions providing splays of approximately 2.4 x 16 measured to the centerline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow. **The LHA recommends the applicant provides a suitably scaled plan indicating the full extent of the proposed / required splays from the existing shared access.**

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

In terms of the current application, it is not clear what the maximum size / length of vehicle will be visiting the site or the frequency of vehicle movements that are likely to be generated by the development. **The LHA recommend that this information is provided.**

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 Whitwell 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 Whitwell 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

Comments previously raised in respect of P/2021/0060 for 6 Glamping Pods:-

The LHA 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. The LHA would not normally be able to support a development of this nature given the issues raised above.

However, it is understood that the applicant runs an existing construction business from the premises. It is 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. ***It is assumed a suitable condition will be imposed to ensure the development does not operate until the existing business is re-located.***

In terms of the current application, the LHA recommend that the above details are confirmed ie/ whether the previous application was granted and whether the previous business has moved out as indicated.

The LHA recommend the applicant provides further details on the intended use of the building / workshop (personal or business use, the type of vehicles (inc. length) that will visit the site and the existing and proposed daily traffic movements at the site.

Parking & Turning Provision

Adequate parking & turning provision will be required at the development site in accordance with LPGN 16. No details of the proposed parking / turning provision or types / numbers of vehicles requiring parking / turning at the site has been provided. **The LHA recommend the applicant provides this information along with a suitably scaled plan indicating such provision.**

Public Footpath

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

Conclusion

In conclusion, the LHA request the following additional information;-

- It is unclear as to the existing use of the buildings and exactly what the new building and workshop are intended for or their likely daily traffic generation (business or personal use).

  Planning application ref: P/2021/0060 for 6 glamping pods was previously submitted at the site. However, it is not clear whether this application was approved and whether the applicant intends implementing any such consent at the site.

  It was previously understood that te applicant operated a construction business from the premises. This comprised 6 employees, 3 vans, 1 HGV and 2 no. JCB's. The applicant previously indicated that this business / operation and it's associated vehicle movements would be re-located to another site. However, it is not clear if this business still operates from this site or has actually moved out.

  The LHA recommend that the above details are clarified / provided

- Visibility at the existing / proposed is inadequate in both directions providing splays of approximately 2.4 x 16 measured to the centerline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow. **The LHA recommends the applicant provides a suitably scaled plan indicating the full extent of the proposed / required splays from the existing shared access.**

- In terms of the current application, it is not clear what the maximum size / length of vehicle will be visiting the site or the frequency of vehicle movements that are likely to be generated by the development. **The LHA recommend that this information is provided.**

- **Traffic Generation**

  Comments previously raised in respect of P/2021/0060 for 6 Glamping Pods:-

  The LHA 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. The LHA would not normally be able to support a development of this nature given the issues raised above. However, it is understood that the applicant runs an existing construction business from the premises. It is 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. ***It is assumed a suitable condition will be imposed to ensure the development does not operate until the existing business is re-located.***

  In terms of the current application, the LHA recommend that the above details are confirmed ie/ whether the previous application was granted and whether the previous business has moved out as indicated.

  The LHA recommend the applicant provides further details on the intended use of the building / workshop (personal or business use, the type of vehicles (inc. length) that will visit the site and the existing and proposed daily traffic movements at the site.

- Adequate parking & turning provision will be required at the development site in accordance with LPGN 16. No details of the proposed parking / turning provision or types / numbers of vehicles requiring parking / turning at the site has been provided. **The LHA recommend the applicant provides this information along with a suitably scaled plan indicating such provision.**
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On behalf of Chief Officer, Environment & Technical

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 runs along Whitewell Church Lane 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.