

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2023/0555	Your Ref:	P/2023/0555
Date:	02/10/2023		

TOWN AND COUNTRY PLANNING ACT 1990

ESTYNIAD I ADEILAD AMAETHYDDOL (OL-WEITHREDOL) / EXTENSION OF AGRICULTURAL BUILDING IN RETROSPECT.

WHALEBONE FARM WHALEBONE LANE PLASSEY LANE WILLINGTON MALPAS Grid Ref: E 343975 N 343362

I refer to your consultation / email dated 13/09/2023 in respect of the above.

Access

The proposed development site is located on a narrow, rural, unclassified road (Whalebone Lane) subject to a 60mph speed limit. Whalebone Lane is a "No-Through Road" and is considered "unsuitable for motor vehicles" (advisory sign). I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Based on speeds of 20mph, the existing access serving the agricultural building would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing access is adequate providing splays in excess of 2.4 x 25m measured to the centreline of the adjoining highway in both directions.

The existing / proposed access is approximately 6.9m wide and gated 4.2m behind the adjoining carriageway. The access is surfaced with hard bound materials and falls towards the highway.

I would normally recommend an access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with any gates setback a minimum distance of 10m behind the adjoining highway (preferably no gates). However, I assume that the gates are typically left open throughout the day.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar would be required to intercept any such run-off.

Although the development site is only a short distance from the junction with Plassey Lane, the section of road is typically less than 4.1m wide and cannot accommodate the simultaneous passage of 2 vehicles without encroaching on the verge. A couple of passing places along this section would be of benefit. However, given the scale of the development and the likely limited traffic movements along this lane, it would be considered difficult to justify requesting such an improvement.

Parking and Turning Provision

There would appear to be ample parking and turning space within the curtilage of the site

I therefore have no objections to the proposed development and recommend any permission include 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.

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.



Chief Officer, Environment & Technical