

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2023/0556	Your Ref:	P/2023/0556
Date:	02/10/2023		

TOWN AND COUNTRY PLANNING ACT 1990

TROSI ADEILAD ALLANOL YN LETY GWYLIAU (OL-WEITHREDOL) / CONVERSION OF OUTBUILDING INTO HOLIDAY LET (IN RETROSPECT).

WHALEBONE HOUSE PLASSEY LANE WILLINGTON MALPAS Grid Ref: E 343899.24 N 343376.07

I refer to your consultation / email dated 12/09/2023 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 holiday let 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 in the south easterly direction providing splays of approximately 2.4 x 25m measured to the centreline of the adjoining highway. However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 11m measured to the centreline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow by the existing hedgerow fronting the site. **I would recommend the applicant removes, lowers, sets back a section of hedgerow to achieve the required splay.**

I would normally therefore be unable to support any proposed development that would result in an increase in vehicle movements utilizing this sub-standard access.

The existing / proposed access is approximately 3.6m wide and gated 3.5m behind the adjoining carriageway. The access is surfaced with loose 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 5m behind the adjoining highway with any gates setback a minimum distance of 5m behind the adjoining highway (preferably no gates).

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.

I would recommend the above detail is indicated / annotated on a revised layout plan.

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. The construction of a couple of passing places along this section would be of benefit. However, given the scale of the development, it would be difficult to justify requesting such an improvement.

Parking and Turning Provision

The proposed 2 bed holiday let would normally require a maximum of 2 car spaces. The holiday let appears to have space for up to 3 vehicles which is considered adequate.

Conclusion

If the above issues can be satisfactorily addressed, then I would raise no objections on highway grounds.

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

