

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Rhian Chitty
Our Ref:	ET/DC/PP/P/2023/0361	Your Ref:	P/2023/0361
Date:	26/06/2023		

TOWN AND COUNTRY PLANNING ACT 1990

TROSI YSGUBOR YN LLEOLIAD PRIODAS / CONVERSION OF BARN INTO WEDDING VENUE

WILLINGTON LODGE HORSEMANS GREEN WHITCHURCH

Grid Ref: E 345173 N 341354

I refer to your consultation / email dated 16/06/2023 in respect of the above.

Access

The proposed development site is located on the Willington Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

I understand the main dwelling operates as a 22 guest bed and breakfast business. I understand that Willington Lodge also operates a tourer caravan site located to the west of the main building.

The site appears to have 2 main access routes off the A525 ie/ via the classified lane to the north west and the A525 Whitchurch Rd / Willington Lane junction to the north east.

Access via Horsemans Geen Lane / A525 Whitchurch Road Junction

The A525 Whitchurch Road is subject to a 60mph speed limit. Any proposed / existing junction in this location would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the centreline of the adjoining highway (double white central lines) in the westerly direction and to the nearside edge on the easterly direction in accordance with TAN 18.

Visibility is inadequate in both directions providing splays of approximately 2.4 x 160m in the westerly direction measured to centerline of carriageway and 2.4 x 140m in the easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerows either side of the junction.

Access to the site is via a narrow, rural, classified road with limited passing places.

Access via Willington Lane / A525 Whitchurch Road Junction

The A525 Whitchurch Road is subject to a 60mph speed limit. Any proposed / existing junction in this location would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the centreline of the adjoining highway (double white central lines) in the westerly direction and to the nearside edge on the easterly direction in accordance with TAN 18.

Visibility is inadequate in both directions providing splays of approximately 2.4 x 160m in the westerly direction measured to centerline of carriageway and 2.4 x 50m in the easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerows either side of the junction.

Access to the site is via a narrow, rural, classified road with no formal passing places.

I would therefore not be able to support any proposed development that is likely to result in any significant increase in vehicle movements along these lanes and through these existing junctions.

The proposed development site is located on the Willington Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Assuming typical vehicle speeds of 25mph along Willington Lane, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway.

There would appear to be 2 no. existing access points serving Willington Lodge:-

Westerly Access

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 15m in both directions measured to the centerline of the adjoining highway. Visibility is impeded by the existing hedgerows either side of the access.

This access is approximately 11m wide reducing to 4.8m at around 12m behind the carriageway edge. The access is gated at this point.

The access is surfaced with loose bound materials and has no Aco drain or means of intercepting private surface water run-off.

I would therefore not be able to support any proposed development that is likely to result in any significant increase in vehicle movements given the lack of adequate visibility.

Easterly Access

Visibility from the existing access is adequate in the easterly direction providing a splay in excess of 2.4 x 43m measured to the centreline of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 26m measured to the centreline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

This access is approximately 14m wide reducing to 3.6m at around 10m behind the carriageway edge.

The access is surfaced with loose bound materials and has no Aco drain or means of intercepting private surface water run-off.

I would therefore not be able to support any proposed development that is likely to result in any significant increase in vehicle movements given the lack of adequate visibility.

Parking & Turning Provision

Proposed Wedding Venue

I would request clarification on what LPGN 16 Class Use the proposed development comes under.

However, it is essential that the proposed site has sufficient off road parking to accommodate the proposed development in respect of staff and guests. It is assumed that a wedding venue capable of accommodating 80 guests (as indicated in the submitted Design & Access Statement) has the potential to attract a significant number of vehicle movements along with a significant parking demand.

I would request further details on the above along with a suitably scaled plan indicating the parking and turning arrangements at the site.

Traffic Generation

No details of the existing / proposed daily vehicle movements at the site have been provided. **I would recommend that this information is provided.**

Sustainability

The development site is located in a relatively remote rural location on a narrow, rural, classified road along which there is no footway provision or local bus facilities servicing the site. It may be considered that the proposed development site is in an unsustainable location.

Conclusion

The proposed development has potentially 2 no. routes leading to the site although it is considered likely that the Willington Lane / A525 junction will be the most frequently used means of access. This access suffers with inadequate visibility in both directions. It is noted that a serious accident occurred at this junction in December 2021. This junction would not benefit from any significant increase in vehicle movements.

The lane leading to the site is narrow and cannot accommodate the simultaneous passage of vehicles. There are no formal passing places along this section. This lane would not benefit from any significant increase in vehicle movements.

The 2 no existing access points at the site are both sub-standard and would not benefit from any significant increase in vehicle movements.

In conclusion, it is likely that the proposed development will result in a significant increase in vehicle movements at the site and a development of this nature would be difficult to support.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. H.', with a stylized, cursive script.

Chief Officer, Environment & Technical