

# MEMORANDUM

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| <b>From:</b>    | Planning Control Manager    | <b>To:</b>       | Head of Environment and Planning |
| <b>Our Ref:</b> | EP/DC/PP/2018/0200          | <b>Your Ref:</b> | MP/P/2018/0200                   |
| <b>Date:</b>    | 20 <sup>th</sup> March 2018 |                  |                                  |

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## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 506 424 Wolvesacre Hall, Wolvesacre Lane, Iscoyd, Whitchurch.

**Development:** Conversion of existing barn to dwelling with associated external works.

I refer to your consultation dated 15/03/2018 in respect of the above.

### **Access**

The proposed development site is located off Wolvesacre Lane which is a narrow, unadopted lane. I would estimate typical vehicle speeds of around 25mph given the geometry of the road.

Wolvesacre Lane is typically less than 4.1m wide and struggles to accommodate the simultaneous passage of vehicles. Ideally, this section of Wolvesacre Lane would benefit from a number of passing places.

Wolvesacre Lane is in relatively poor condition with a significant number of potholes and loose bound surfacing and would not benefit from any significant increase in vehicle movements. Forward visibility is poor along the first section of Wolvesacre Lane leading to the development site.

The existing junction arrangement where Wolvesacre Lane meets Higher Wych Road is sub-standard. The junction comprises 2 no. single width forks with a grassed splitter island. Assuming typical speeds of 25mph along this section of Higher Wych Road, any proposed / existing junction would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway and forward visibility providing a stopping sight distance of 33m to vehicles approaching from the north west. Although lateral visibility from this junction is adequate there is limited forward visibility to vehicles approaching from the north west in respect of vehicles waiting to turn right into Wolvesacre Lane across the bend.

Ideally, this junction would benefit from improvements to allow the simultaneous passage of vehicles into / out of Wolvesacre Lane ie/ removal of splitter island, surfacing and appropriate road markings.

The submitted Design & Access Statement indicates that the majority of the barns will be retained for their farming purposes and the stabling of horses. Although, I would have no objections in principle to the proposed development ie/ 1 no. additional dwelling at the site, I would not wish to support any further residential development at this site without the suggested improvements.

### **Parking and Turning Provision**

Parking and turning provision at the proposed development site appears adequate.

### **Public Footpath**

Public footpath – Iscoyd PROW no. 12 runs through the development site and shall not be interfered with. I would 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.

I therefore advise you that I have no objections to the proposed development on highway grounds.

### **Supplementary Notes**

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



 Planning Control Manager