

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0780 **Your Ref:** PF/P/2016/0780
Date: 12th September 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 372 556 Coxwood Farm, Cox Lane, Rossett, Wexham.

Development: Application for removal of condition 8, imposed under planning permission P/2003/1288 – To allow the holiday accommodation and short term lets to be used as permanent residential accommodation.

I refer to your consultation dated 06/09/2016 in respect of the above.

The development site is located on Cox Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Assuming typical speeds of 30mph, Manual for Streets would normally require any proposed access to provide visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m above the level of the adjoining carriageway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing / proposed access serving the development site appears adequate in both directions providing splays of at least 2.4 x 43m in both directions measured to the centreline of the adjoining highway. Visibility to the north west relies on the regular maintenance of the existing hedgerow.

The existing access serving the site is approximately 15m wide reducing to 4.8m approximately 5m behind the adjoining carriageway which is considered adequate to accommodate 2 vehicles sat side by side clear of the adjoining carriageway.

The existing access is surfaced with hard bound materials but would benefit from re-surfacing.

The existing private driveway leading to the development site is approximately 180m in length and is typically 3.6m wide. I would suggest that consideration is given to providing 2 no passing places (approximately 4.8m wide) along the driveway to facilitate the simultaneous passage of 2 no. vehicles.

I assume that the 8 no. proposed parking spaces and turning area conditioned under planning consent ref: P/2003/1288 have been provided on site and will be maintained for use by the three dwellings.

The development site is quite remote and is typically served by narrow lanes with no footway / lighting provision. However, given the previous use of the buildings, I would have no objections to the development on highway grounds.

I therefore have no objections in principle to the proposed development and would recommend any permission include the following condition:-

CONDITION

ZJ16

VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

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Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 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.

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 Footpaths No.6 & 7 - Allington passe through the development site 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 Sean Hanratty on Tel: 01978 729761.



Service Manager Environment