

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2011/0002	Your Ref:	SEH/P/2011/0002
Date:	2 nd February 2011		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 485 380 The Birches, Chapel Lane, Bronington, Whitchurch.

Development: Extension to existing agricultural building and change of use of this building to office, gym and workshop on the ground floor with domestic storage on the first floor (in part retrospect).

I refer to your consultation dated 11/01/2011 in respect of the above.

The proposed development site is located off the A495 Ellesmere Road which is a classified road subject to a 60mph speed limit.

Any proposed / existing access / junction onto the A495 in this location would normally require visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The development site itself is located on an unadopted, unsurfaced (loose bound) track which is approximately 3.3m wide and is in poor condition. This lane already appears to serve around 8 no. dwellings.

In order to access this unadopted lane, there would appear to be 2 no. possible means of access as follows:-

Access to the north of the site is via Chapel Lane which is a narrow, rural, unclassified lane subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road. This lane is typically less than 4.1m wide with no formal passing places. Visibility onto the A495 from Chapel Lane is adequate in the south westerly direction providing a splay in excess of 2.4 x 215m. However, visibility in the north easterly direction is inadequate providing a splay of approximately 2.4 x 50m measured to the nearside edge of the adjoining highway.

Access to the north west of the site is via Narrow Lane which is a narrow, rural, unclassified lane subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road. This lane is typically 2.5m wide along the majority of its length with no formal passing places. Visibility onto the A495 from Narrow Lane is adequate in the south westerly direction providing a splay in excess of 2.4 x 215m. However, visibility in the north easterly direction is inadequate providing a splay of approximately 2.4 x 20m measured to the nearside edge of the adjoining highway.

I would normally therefore not wish to support any proposed development that is likely to result in any significant increase in vehicle movements using either of these substandard lanes or the unadopted lane itself.

However, I understand that the proposed furniture restoration business is a father and son operation which generates very few vehicle movements given the nature of the business. I understand that the business typically involves the use of a car and trailer one-two times per week maximum and the occasional small delivery van bringing supplies to the site.

I understand that any planning consent will be tied to the applicant (personal) and would not therefore automatically permit any future replacement business of a more intensive nature to be established at this site.

I therefore advise you that I do not intend to make any recommendations on highway grounds.

Supplementary Notes

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



Infrastructure and Planning Manager