

MEMORANDUM

From: Infrastructure and Planning Manager **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2011/0082 **Your Ref:** KH/P/2011/0082
Date: 17th February 2011

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 467 432 Shrewds Lair Farm, Ty Broughton, Hall Lane, Tallarn Green, Threapwood.

Development: Outline application for agricultural workers dwelling.

I refer to your consultation dated 08/02/2011 in respect of the above.

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

Any proposed access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

Visibility from the proposed / existing access appears adequate in both directions providing splays of approximately 2.4 x 80m to the west and 2.4 x 45m to the east measured to the centreline of the adjoining highway. Visibility in the easterly direction is reliant on the regular maintenance / trimming of the existing hedgerow. Visibility has been permitted to the centreline of the adjoining carriageway given the narrow nature of the road along this section.

The existing / proposed access is surfaced with unbound aggregate and I would recommend that the access is surfaced using hard bound materials for a minimum distance of 10m behind the highway boundary. The existing access is gated at approximately 7.5m behind the adjoining carriageway. I would normally recommend that such an access is gated at a minimum distance of 10m behind the adjoining carriageway.

I understand that the proposed dwelling is simply a replacement for the previously approved temporary mobile home and is therefore unlikely to result in any significant increase in traffic movements from the development site.

I would therefore recommend that any permission include the following conditions:-

CONDITIONS

- ZJ016 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)**
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres 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.
- ZJ08 ACCESS SURFACE (10 metres)**
043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.
- ZJ46 NO PRIVATE SURFACE WATER RUN OFF**
026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.
- ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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



Infrastructure and Planning Manager