

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2009/0971 **Your Ref:** KH/P/2009/0971
Date: 1st December 2009

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 459 353 Former Nags Head Inn, Main Street, Bettisfield, Whitchurch.

Development: Demolition of former public house and erection of 4 no. town houses.

I refer to your consultation dated 25/11/09 in respect of the above.

The proposed development site is located on a classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with TAN 18.

Visibility from the proposed access is inadequate in the north westerly direction providing a splay of approximately 2.4 x 25m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction given the geometry of the road along this section and any splay would need to cut across 3rd party land.

Visibility in the southerly direction appears adequate providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway.

However, the proposed visibility splays have not been demonstrated on the submitted layout plan (Drg. No. 2129.42.dsj). I would recommend that the applicant provides an amended plan indicating the proposed splays. The submitted layout plan appears to indicate that traffic calming details are attached with this application. No details of proposed traffic calming measures have been submitted with this application.

Land to the rear of the development site has planning permission for two phases of residential development. These previous consents ref: P/2007/0494 & P/2007/0493 were for the erection of 9 no. and 5 no. detached dwellings respectively.

The above planning consents included a condition requiring the provision of traffic calming measures along the classified road. However, although such a condition would still be appropriate for these developments, it is not considered appropriate for the current application for 4 no. dwellings.

The proposed access would appear to be in a similar position to the existing access which served the public house car park and would have provided less visibility in both directions than is currently being proposed from the new access.

The proposed development (4 no. dwellings) is unlikely to generate any more traffic movements than were previously generated by the public house. On this basis, I would therefore conclude that the proposed access is considered adequate to serve the proposed development without requiring any traffic calming measures along the classified road.

Although the proposed access is acceptable, a development of this size (ie/ 4 dwellings) could be adequately served by a 4.1m wide access in the form of a dropped kerb vehicular crossing.

Given the existing problems with the drainage of surface water in this location and the poor ground conditions / high water table in this area (see note), the proposed access road would not be considered suitable for adoption by the Highway Authority.

I would recommend that the proposed shared private drive to the rear of the proposed dwellings is at least 4.1m wide.

As the development site is not considered to be in a sustainable location, I would recommend that each dwelling is provided with 3 no. parking spaces as required by LPGN 16. Two of the proposed dwellings only have 2 spaces each.

Suitable turning provision shall be provided within the curtilage of the development site.

I would recommend that the proposed 1.8m wide footway along the frontage of the development site is increased to a width of 2.0m (see note).

Although I understand that it is intended that the proposed access road shall be adopted in order to serve the development sites to the rear (14 no. dwellings), given that the provision of a suitable surface water drainage system (including outfall) to adoptable standards to serve the development site generally appears unachievable, any proposed development site including access roads would remain private.

I would normally therefore recommend that the application be **REFUSED** for the following reason:-

1. **The proposed development site does not make adequate provision for the parking of vehicles clear of the public highway.**
2. **The provision of a 2.0m wide footway along the entire site frontage has not been demonstrated on the submitted layout plan (Drg. No. 2129.42.dsj).**

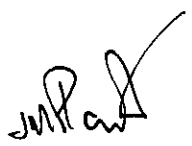
However, if the applicant can address the above issues then further consideration could be given to the proposed development.

Notes

1. The proposed footway should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works. The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

2. Having visited the site on 08/09/2008 and with our Streetscene Engineer – Kevin Edwards who has responsibilities for both highway maintenance and land drainage in this area and recent consultation with Kevin Edwards regarding the proposed development, I list the following concerns raised by our Environment Department:-
 - a. No details have been submitted of how the site will be drained. Although such matters are not normally dealt with at this stage, given the known history of this area, early consideration should be given to providing a satisfactory surface water drainage system.
 - b. The current surface water drainage system adjacent to the existing building (Nags Head) is thought to have been piped through the garden area now belonging to Orca House, but the outfall has not been proved and there is no evidence to support that any spare capacity remains in this system or indeed that the system copes during storm conditions.
 - c. Severe flooding occurred in Cadney Lane during the summer of 2007 and resulted in internal flooding at Bridge Cottage, Cadney Lane. Subsequent investigation confirmed that the ditches serving Cadney Lane had not been maintained by the riparian owners for many years and this may have contributed to the problems that arose in 2007. These ditches may be favoured to serve the proposed Nags Head development and therefore any additional loading will result in further aggravating the problem.
 - d. Letters setting out the riparian responsibilities were distributed to owner / occupiers in the affected areas following the flooding which received mixed results. Some sections of the ditches have since been re-opened but the efficiency of the system is only as good as the weakest link. As some sections have not received attention, the area remains in a waterlogged condition for extended periods. Access to certain sections of the ditch is difficult.
 - e. On more than one occasion, site visits have confirmed that the area to the rear of the Nags Head is regularly waterlogged with the water table apparently close to or at ground level.


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