

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0060 **Your Ref:** SJG/P/2021/0060
Date: 16th April 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 493 413 Brook Barn Lane from Whitewell Holding to St Marys Church, Whitewell, Whitchurch.

Development: Six Glamping Pods and Associated Groundworks.

I refer to your consultation dated 17/12/2021 in respect of the above.

Access

The proposed development site is accessed off Church Lane which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m measured to the centreline of the adjoining highway. Visibility can be relaxed to the centreline of the road given the limited carriageway width.

Visibility at the existing / proposed access appears adequate in the westerly direction providing splays in excess of 2.4 x 25 measured to the centerline of the adjoining highway subject to regular maintenance of the existing hedgerow. Visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 14m measured to the centerline of the adjoining highway. Visibility in this direction is restricted by the existing boundary hedge which could be lowered to achieve adequate visibility.

The existing access is 8m wide and surfaced with loose bound materials and is considered adequate to serve as a shared access for both the existing residential property and the proposed glamping pods. I would normally recommend that the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. I would recommend that an Aco drain or similar is installed across the access to intercept any private surface water run-off.

In terms of access routes to / from the site, I assume that the main route would be via the unclassified road to the south (Whitewell Road) then via the classified road leading to / from the A525.

Church Lane and Whitewell Road (both unclassified) are narrow, rural lanes which cannot accommodate the simultaneous passage of vehicles. Visibility at the junctions of Church Lane / Whitewell Road and Whitewell Road / Classified Road are both sub-standard and would not benefit from any significant increase in vehicle movements.

Visibility at the Church Lane / Whitewell Road junction is approximately 2.4 x 23m to the south and in excess of 2.4 x 33m to the north measured to the centerline of the adjoining highway. Visibility is impeded at the junction by the existing hedgerow in the southerly direction. Based on assumed typical speeds of 25mph, any proposed / existing junction would normally be required to provide visibility splays of 2.4 x 33m measured to the centerline of the adjoining highway.

Visibility at the Whitewell Road / Classified Road junction is approximately 2.4 x 8m to the west and 2.4 x 6m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded at the junction by the existing hedgerow in the westerly direction. Visibility is impeded in the easterly direction in that the required splay would cut across 3rd party land. Based on assumed typical speeds of 40mph, any proposed / existing junction would normally be required to provide visibility splays of 2.4 x 33m measured to the centerline of the adjoining highway.

Traffic Generation

I would assume that the proposed glamping pods could generate in the order of 4 movements per day per pod equating to a potential increase at the site of 24 daily vehicle movements. I would not be able to support a development of this nature given the issues raised above.

Parking & Turning Provision

The submitted layout plan indicates the provision of 6 parking spaces plus a turning area within the curtilage of the site which appears acceptable.

Waste Collection / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development.

Could you please ask the applicant to liaise with our Senior Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

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

The site is approached from the classified road to the south by means of narrow, rural lanes with sub-standard visibility at the junctions of Church Lane / Whitewell Road and Whitewell Road / Classified Road which would be contrary to through traffic interests generally and a likely source of danger to road users.

A handwritten signature in black ink, appearing to be 'R. Chen' or similar, with a stylized, cursive script.

Chief Officer, Environment & Technical