

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory

Our Ref: ET/DC/P/2021/0137 **Your Ref:** SJG/P/2021/0137

Date: 17th March 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 480 405 Happy Day Coaches, Mill Lane, Little Green, Bronington.

Development: Demolition of existing building and outline application (All Matters Reserved Except for Access) for 9 dwellings

I refer to your consultation / email dated 12/02/2021 including layout plan (Drg. No. HPT11007-002) in respect of the above.

Access

The proposed development site is located on a 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.

Based on typical speeds of 30mph, any proposed / existing accesses along this section would normally require visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway.

The site is served by 2 no. existing access points which provide adequate visibility

The submitted layout plan indicates a proposed access point onto Mill Lane but does not indicate the proposed visibility splays. **I would recommend that the applicant provides a suitably scaled layout plan indicating this detail.**

I would normally recommend an access of this nature is a minimum of 4.8m wide with 6m kerb radii.

Layout (Reserved Matter)

Assuming the proposed estate road is intended for adoption, I would recommend that the development site is laid out in accordance with Manual for Streets / WCBC adoptable standards.

I would normally recommend the construction of a 2.0m wide footway along the site frontage.

Appropriate street lighting will be required for the estate road / frontage of the site. I would recommend that the applicant agrees this detail with our Street Lighting Section – contact Paul Rogers on Tel:01978 729673.

A suitable turning head will be required within the curtilage of the site to accommodate the turning movements of an 11.2m long refuse vehicle.

Adequate parking and turning provision would need to be provided within the curtilage of the site in accordance with LPGN 16 requirements.

Sustainability

The development site is located on a remote, rural, classified road along which there is limited footway provision leading to the village centre ie/ Bronington. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents to walk safely to local facilities and public transport stops.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

Surface Water Drainage

A suitable scheme for the disposal of surface water will need to be submitted. I assume that our Flood Management Section will be approving any proposed scheme.

Construction Traffic Management Plan (including details of contractor parking)

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. Rogers', written in a cursive style.

Chief Officer, Environment & Technical