

MEMORANDUM



From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/P/2019/0081	Your Ref:	KH/P/2019/0081
Date:	28 th February 2019		

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

Location: O. S Grid Ref: 430 416 Halghton New Mill, Mill Lane, Hanmer, Whitchurch.
Development: Conversion of derelict barn to form 3 bedroom dwelling with associated garden, parking and turning area.

I refer to your consultation dated 07/02/2019 in respect of the above.

Access

The proposed development site is located off Bryn Lane which is a narrow rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30mph along this section given the geometry of the road.

Any proposed / existing accesses would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centreline of the carriageway in this instance given the narrow nature of the road along this section. Visibility from the existing access / junction Mill Lane onto Bryn Lane is adequate providing splays in excess of 2.4 x 33m in both directions.

Mill Lane is an undaopted road which already serves 4 dwellings. The first section of Mill Lane is at least 4.8m wide for a minimum distance of 10m and is of sufficient width to serve as a shared access.

Approximately 70m along the private road, the track reduces in width to approximately 2.4m leading up to the development site and the 2 existing properties known as Halghton New Mill Cottage and Halghton New Mill. The simultaneous passage of 2 vehicles along this section of the lane is not possible. **I would recommend that the applicant provides a suitable passing place at least 4.8m wide along this section. I would recommend that the applicant submits a suitably scaled layout plan indicating this detail.**

Parking & Turning Provision

Parking provision for the proposed development as indicated on submitted layout plan (Drg. No. FV7 / H1218 / 2 appears acceptable.

The unadopted lane has no formal, communal turning area for larger delivery vehicles or cars to turn around for use by all of the existing properties. **I would recommend that the applicant provides a suitably scaled layout plan indicating the provision of a suitable medium sized turning head approximately half way along the unadopted lane which could serve as a communal turning head for all of the existing properties (see attached detail).**

Both the passing place and turning head shall be surfaced with appropriate materials.

I await the requested information.

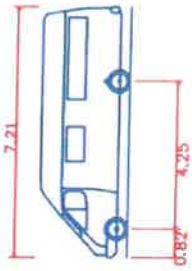
Supplementary Notes

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

Peter Dabthwaite

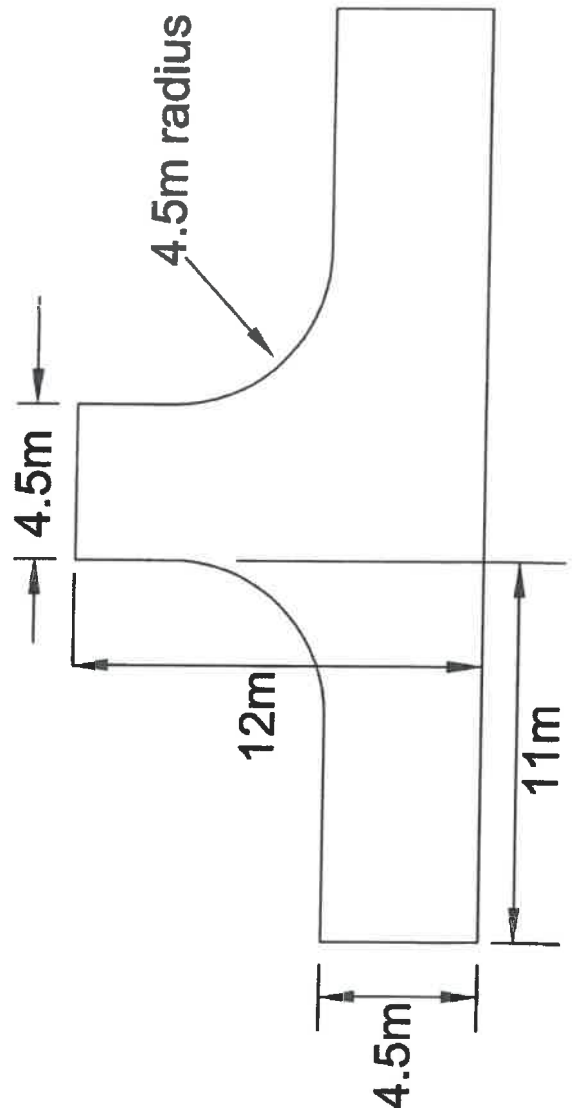
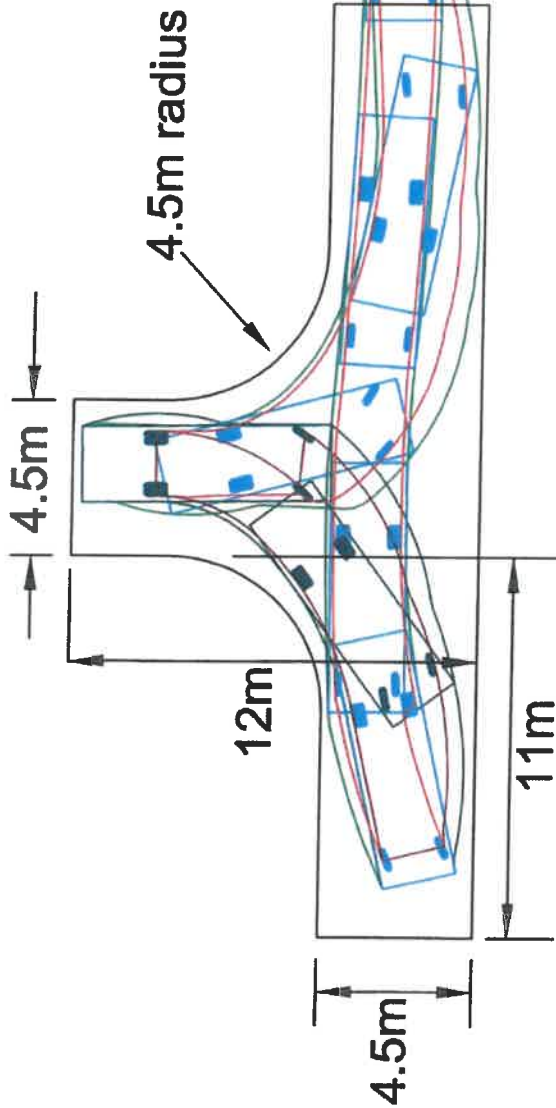
un

Planning Control Manager



7.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

7.210m
2.192m
2.544m
0.316m
1.865m
4.00s
7.400m



Scale 1:200