

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0188	Your Ref:	KH/P/2012/0188
Date:	16 th April 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 422 460 Barn 1A, Bowling Bank Farm, Mulsford Lane, Worthenbury.
Development: Change of use of agricultural building for bottling and packaging of mineral water.

I refer to your consultation received on 14/03/2012 and layout plan (Drg. No. 9– Dated 29/03/2012) received on 12/04/2012 in respect of the above.

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

Assuming typical speeds of 30mph, Manual for Streets would normally require any proposed access to provide visibility splays of 2.4 x 56m 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.

The provision of the required visibility splays has not been demonstrated on the submitted layout plan (Drg. No. 9– Dated 29/03/2012). However, it would appear that the required splays can be provided from the proposed access in both directions.

The proposed access is approximately 6.4m wide and is gated approximately 11m behind the adjoining carriageway which is considered adequate to serve the proposed development.

I would recommend that the proposed access is surfaced with hard bound materials for at least 10m behind the adjoining highway. No private surface water run-off shall be allowed to flow onto the adjoining highway. I would recommend that an Aco drain or similar is constructed across the proposed access to intercept any such run-off.

Adequate parking and turning provision shall be provided at the proposed development site.

The section of Mulsford Lane from its junction with the B5069 up to the proposed access serving the site is of restricted width (typically 4.3m wide) and cannot accommodate the simultaneous passage of 2 no. vehicles (ie/ delivery vehicle plus car). I would normally expect a minimum carriageway width of 5.5m. This section of Mulsford Lane would benefit from a scheme of widening and/or provision of a suitable passing place

I understand that the proposed development will employ around 6 staff who could generate up to 24 vehicle movements per day (if they go out for lunch each day). I understand that a medium sized HGV will be visiting the site twice per day which will generate an additional 4 movements.

I understand that the applicant is willing to carry out a number of highway improvements along this section of Mulsford Lane to facilitate the proposed development. These improvements include the widening of the first 15m of the Mulsford Lane junction to 5.5m, improving the kerb radii at this junction and provision of a passing place between the junction and the proposed access.

In order to carry out these works, the applicant will be required to enter into a s.278 agreement with the Council.

I therefore have no objections to the proposed development would recommend that any permission include the following conditions:-

CONDITIONS

- ZJ15**
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56m in both directions measured to the nearside edge 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.
- ZJ11**
039R **ACCESS WIDTH**
The vehicular access hereby approved shall be a minimum width of 5.5 metres.
- ZJ08**
043R **ACCESS SURFACE (10 metres)**
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.
- ZJ09A**
033R **NO GATES WITHIN 10 METRES**
There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.
- ZJ46**
026R **NO PRIVATE SURFACE WATER RUN OFF**
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.
- ZJ23**
035R **(PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**
No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and 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.
- ZJ37**
026R
E06N
E07N **SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)**
No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:-

- 1) *Detailed layout, design, drainage and construction for the proposed road widening and junction improvements along Mulsford Lane*
- 2) *Detailed layout, design, drainage and construction of the proposed passing bay,*

The scheme as is approved shall be fully implemented prior to first use of the development.

Supplementary Notes

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

Notes:

- *The proposed highway improvements 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.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.

- *Public Footpath No.1 - Worthenbury passes to the north of the development site and should not be interfered with.*

Peter Doornwaerts

P-P

Network and Infrastructure Manager

