

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer

Our Ref: TH/DC/PP/2010/0031 **Your Ref:** SJG/P/2010/0031

Date: 2nd February 2010

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

Location: O. S Grid Ref: 481 429 Higher Lanes Barrn, Higher Lanes, Iscoyd, Whitchurch.
Development: Retrospective planning permission for variation of conditions 2, 3, 6, 11 & 13 of planning permission P/2006/0401 to allow:-

- Development not in strict accordance with approved plans.
- Replacement windows to be retained as existing not as approved.
- Landscaping works to be retained as existing not as approved.
- Vehicle parking areas to be retained as existing not as approved.
- Site layout and driveway to be retained as existing not in accordance with revised plans.

I refer to your consultation dated 21/01/2010 in respect of the above.

The access east of the proposed barns appears to have been completed. However, the access located to the north west of the proposed barns is still under construction.

In terms of visibility from the proposed access points, I comment as follows:-

Although the required visibility splays as indicated on the approved layout plan have not strictly been complied with in that a metal fence has been erected around the perimeter of the site, it is possible to clearly see through this fence given its open design. I would therefore have no objection to this fence provided that the required visibility splays are provided / maintained with nothing being erected or planted behind this fence which could obscure visibility.

I previously recommended in my memo dated 30/11/06 (ref: P/2006/0401) that both access points shall be a minimum width of 4.1m. The recently constructed easterly access (shared) only appears to be 3.6m wide which is unacceptable. I would therefore recommend that both access points are widened to a minimum of 4.1m.

The easterly access has been hard surfaced for at least 5m behind the adjoining carriageway as previously recommended for both access points.

No Aco drains have been provided across either access point as previously recommended. I would recommend that both access points incorporate an Aco drain or similar to intercept any private surface water run-off.

Parking and turning provision at the proposed development site appears adequate.

I would therefore recommend any permission include the following conditions:-

CONDITIONS

1. The access located to the east of the proposed barn conversions shall be improved to provide visibility splays of 2.4 x 45m to the north west measured to the centreline of the adjoining highway and 2.4 x 33m to the south east measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.
2. In terms of the existing access to the north west of the proposed barn conversions improvements shall be carried out to provide visibility splays of 2.4 x 45m to the north west measured to the centreline of the adjoining highway and 2.4 x 33m to the east measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. In order to achieve these improvements, the fence / wall to the north west of the access fronting the existing barn will need to be setback.
3. Both accesses shall be a minimum width of 4.1m.
4. Both accesses shall be surfaced using hard bound materials for the first 5m behind the adjoining carriageway with no gates being erected within 5m of the highway boundary.
5. No surface water run-off shall be allowed to flow from the development site onto the adjoining highway and both accesses shall incorporate an ACO drain or similar to intercept any surface water run-off.
6. Parking provision at the proposed development site shall be in accordance with LPGN 16.

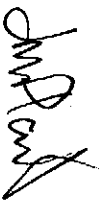
REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure that adequate visibility is provided at the proposed point of access to the highway.
3. To ensure the formation of a safe and satisfactory access.
4. To ensure that no deleterious material is carried onto the highway and to ensure the formation of a safe and satisfactory access.
5. In the interests of highway safety.
6. To provide for the parking of vehicles clear of the highway.

However, if the applicant is unwilling to address the above issues then I would not wish to support this application.

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 read "J. P. Smith", is written over the printed name.

Operational Manager Traffic & Transportation

Handwritten initials "J.P." in black ink, located to the left of the title.