

MEMORANDUM

From: Infrastructure Manager

To: Head of Community Well-being
and Development

Our Ref: TH/DC/PP/2011/0907

Your Ref: SJG/P/2011/0907

Date: 19th December 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 403 445 Raggs Hill Shieling, Whitchurch Road, Bangor on Dee, Wrexham.

Development: Formation of new vehicular access to existing dwelling with permanent closure of existing vehicular access.

I refer to your consultation dated 16/12/2011 in respect of the above.

The proposed development site is located on the A525 Whitchurch Road which is a classified road subject to a 60mph speed limit. However, a recently conducted speed survey determined 85th percentile speeds of 64.4kph (40mph) for vehicles travelling westbound and 56.1kph (34.9mph) for vehicles travelling eastbound. Based on these speeds, any proposed / existing access would normally be required to provide lateral visibility splays of 2.4 x 103m to the east and 2.4 x 84m to the west measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing access is approximately 2.4 x 150m to the east and 2.4 x 100m to the west measured to the nearside edge. Visibility to the west is impeded by the existing vegetation / boundary fence on the section of land fronting the proposed development site.

Based on speeds of 34.9mph, any proposed / existing access would normally require a stopping sight distance of 84m in accordance with DMRB Volume 6 Section 2 Part 7 TD 41/95 for vehicles approaching from the west. The available forward visibility approaching the proposed access would appear to be in excess of 90m which is considered adequate.

In terms of forward visibility from the existing access for vehicles waiting to turn into the access from the west in relation to vehicles approaching from the east, there would only appear to be a stopping sight distance (SSD) of approximately 55m. However, the proposed access would increase the available forward visibility in this direction to approximately 110m which is considered to be a significant improvement. I understand that the applicant is particularly concerned about the level of available forward visibility in this direction from the existing access which has prompted the current application.

I would recommend that the existing access is permanently closed up once the new access is constructed with the existing dropped kerb access being reinstated to full height footway construction. In order to close up the existing access and construct the new access, the applicant will need to apply for s.184 consent (see note).

I would recommend that the proposed access is at least 3m wide and is surfaced with hard bound materials for at least 5m behind the adjoining carriageway. No gates shall be erected within 5m of the adjoining carriageway.

No private surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be installed across the proposed access.

I understand that parking and turning arrangements for the proposed development site was approved under planning reference P/2008/1297.

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

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. 2111/03 Dated 01/12/2011.

ZJ17A VISIBILITY SPLAYS (NEARSIDE)

EMPTY SPLAY

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 84 metres to the west and 2.4 metres x 103 metres to the east measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD FORWARD VISIBILITY

026R The proposed access shall maintain adequate forward visibility providing a stopping sight distance of 84m for vehicles approaching from the west.

ZJ11 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 3.0 metres.

ZJ07 ACCESS SURFACE (5 metres)

043R 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 5 metres behind the adjoining highway.

ZJ09 NO GATES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the
E06N construction of the following has been submitted to and approved in writing by the
E07N Local Planning Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new access*
- 2) *Reinstatement of the existing access to full height kerb construction.*

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, 3, 4 & 5 of the supplementary notes.

Note to Applicant:

The applicant will need to construct a dropped kerb crossing across the existing highway verge at the proposed point of access and will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980. The applicant will also be required to apply for s.184 consent to reinstate the existing access to full height kerb construction Please contact Jo Giles on Tel: 01978 729670.

A handwritten signature in black ink, appearing to read 'J. Giles', is positioned above the title 'Infrastructure Manager'.

Infrastructure Manager

