

MEMORANDUM



From:	Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	TH/DC/PP/2011/0751	Your Ref:	SJG/P/2011/0751
Date:	25 th November 2011		

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

Location: O. S Grid Ref: 373 419 Land to the rear of 2 High Street, Overton.
Development: Erection of dwelling and alterations to vehicular access.

I refer to your consultation dated 17/10/2011 and revised layout plan (Drg. No. J067/003 Rev B) received on 24/11/2011 in respect of the above.

The development site is located on the A539 Wrexham Road which is a busy classified road subject to a 30mph speed limit along this section. However, although typical vehicle speeds along this section of road are likely to be around 30mph for vehicles approaching from the west, I would estimate typical vehicle speeds at being around 15mph for vehicles approaching from the east due to the geometry of the road.

Any proposed / existing shared access in this location would normally be required to provide visibility splays of 2.4 x 18m to the east measured to the nearside edge of the adjoining highway and 2.4 x 43m to the west measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the adjoining highway in the westerly direction as vehicles are highly unlikely to overtake at this point given the geometry of the road.

Any proposed / existing access in this location would also be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

The provision of the required lateral and pedestrian visibility splays has been adequately demonstrated on the submitted layout plan.

The existing access serving the development site is of restricted width (less than 4.5m). The existing shared access / driveway is shared by no. 1, 2 & 3 High Street. At present this shared driveway is 3.9m wide and cannot support the simultaneous passage of 2 no. vehicles. The proposed widening of the existing shared access road to 4.5m and widening of the access itself onto the A539 to at least 5m as shown on the submitted layout plan is considered adequate and represents a significant improvement to the existing access arrangements.

The submitted layout plan indicates the provision of 2 no. parking spaces for the existing property (no. 2 High Street) on the opposite side of the shared driveway. Both spaces are to be provided with at least 6m clearance behind for maneuverability.

A minimum 6m clearance has also been provided behind the 3 no. existing parking spaces behind no. 1 High Street.

In terms of parking provision for the proposed new dwelling, 3 no. spaces have been provided (4 bedroom dwelling) which are considered adequate.. I understand that there is currently an existing on street parking problem fronting the site whereby some residents including no. 2 High Street, park on the footway fronting the site which results in visibility being impeded from the existing access in the westerly direction. It is therefore anticipated that the improved parking and turning arrangements at the site may well alleviate the need for residents to park their vehicles on the footway fronting the site.

In order to construct the improved access, the existing dropped kerb crossing will need to be widened in the westerly direction (see note).

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

CONDITIONS

- ZJ19**
038R **VISIBILITY SPLAYS (NEAR SIDE AND CENTRELINE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 18 metres to the east measured to the near side edge of the adjoining highway and 2.4 metres x 43 metres to the west measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ20**
038R **PEDESTRIAN VISIBILITY SPLAY (FOOTWAY SAFETY)**
Prior to first use of the development hereby approved a pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ07**
043R **ACCESS SURFACE (5 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 5 metres behind the adjoining highway.
- ZJ38**
050R **PAVEMENT CROSSING**
Prior to first use of the development a pavement crossing to the site shall be constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.
- ZJ09**
033R **NO GATES**
There shall be no gates or other means of enclosure across the vehicular access point within 5 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.

ZJ22
035R

PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on approved drawing no. J067/003 Rev B shall be fully laid out, surfaced and drained prior to first use of the development. These areas 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.

Supplementary Notes

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

Note to Applicant:

In order to widen the existing dropped kerb crossing serving the development site including strengthening of the footway at the point of access, the applicant will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980.



Infrastructure Manager

