

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2011/0312	Your Ref:	SJG/P/2011/0312
Date:	6 th May 2011		

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

Location: O. S Grid Ref: 421 460 Plots 1 & 2 Land adjoining Bowling Bank Farm, Mulsford Lane, Worthenbury.

Development: Relaxation of conditions 2 and 13 of Planning Approval P/2005/0945 for revised house types and access.

I refer to your consultation received on 04/05/2011 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 these splays will require the setting back of the existing boundary fence in the adjoining field in the north westerly direction.

Any proposed shared access shall be a minimum width of 4.5m for at least 5m behind the highway boundary and shall be surfaced with hard bound materials (ie/ bituminous macadam) for at least 5m behind the highway boundary. No gates shall be erected within 5m of the highway boundary.

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 constructed across the proposed access to intercept such run-off.

Previous planning consent (ref: P/2005/0945) for the conversion of the existing barns and erection of 2 no. dwellings at the development site requires the construction of a 1.5m wide footway along the entire site frontage along Mulsford Lane. I would recommend that this footway is constructed prior to the occupation of any new dwelling on the site (see note).

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

I would therefore 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 4.5 metres.
- ZJ13**
026R
E05NA **DROPPED KERB VEHICULAR CROSSING**
The vehicular access(es) hereby approved shall take the form of a dropped kerb vehicular crossing.
- 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.
- 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 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.
- NONSTD**
050R **NEW 1.5 METRE FOOTWAY**
Prior to first use of the development a 1.5m wide footway shall be constructed along the entire site frontage in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

Supplementary Notes

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

Notes:

- *The proposed footway 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.38 / 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.*



Infrastructure and Planning Manager