

MEMORANDUM

From: Infrastructure and Planning Manager **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2011/0075 **Your Ref:** LB1/P/2011/0075
Date: 14th February 2011

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

Location: O. S Grid Ref: 481 414 Eastwick Farm, Ty Broughton, Wrexham.
Development: New access drive to Eastwick Farm.

I refer to your consultation dated 10/02/2011 in respect of the above.

The development site is located on a narrow, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the north and around 40mph for vehicles approaching from the south east due to the geometry of the road.

Visibility from the existing access is approximately 2.4 x 43m to the north and 2.4 x 30m to the south east measured to the centerline of the adjoining highway.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m to the north (in accordance with Manual for Streets) and 2.4 x 120m to the south east (in accordance with TAN 18) measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Any proposed / existing access would normally be required to provide forward visibility providing a stopping sight distance of 33m for vehicles approaching from the north.

Current available forward visibility at the existing access is approximately 20m. Visibility is impeded by the existing hedgerow on the bend.

The proposed access would offer a significant improvement compared with the existing access. It would appear that adequate visibility could be achieved in both directions including the provision of adequate forward visibility.

I would recommend that any proposed access is a minimum width of 3.0m and is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary.

There would appear to be an existing drainage ditch running along the back edge of the verge. Any proposed access will need to accommodate a suitable sized pipe to maintain the flow of surface water run-off.

In order to construct the new access, the applicant will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980.

The existing traffic sign fronting the proposed access shall be re-located to the satisfaction of the Highway Authority (see note).

Adequate parking and turning provision shall be provided within the curtilage of the development site.

I would recommend that the existing sub-standard access serving the site is permanently closed up upon completion of the new access.

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

CONDITIONS

- | | |
|---------------------|--|
| 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. |
| ZJ21
038R | MAXIMISING VISIBILITY
Nothing shall be planted, allowed to grow or erected to a height greater than 1 metre in height above the level of the nearside edge of the adjoining carriageway for a distance of 2.4 metres measured back from the adjoining highway along the entire site frontage. The splays shall be provided prior to first use of the development and shall thereafter be retained clear of any such obstruction. |
| ZJ11
039R | ACCESS WIDTH
The vehicular access hereby approved shall be a minimum width of 3.0 metres. |
| 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. |
| ZJ02
026R | ACCESS TO BE CLOSED PRIOR TO USE OF ALTERNATIVE ACCESS
The existing vehicular access as shown on the approved plan shall be permanently closed up prior to first use of the new vehicular access hereby approved. |

Supplementary Notes

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

Notes

NONSTD FOOTWAY CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

In order to re-locate the existing traffic sign located in the highway verge, could you please advise the applicant to contact our Traffic Engineer – Darren Green on Tel: 01978 729643.



Infrastructure and Planning Manager