

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PD/P/2010/0973

Your Ref: P/2010/0973

Date: 21 December 2010

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

Location: O. S Grid Ref: 3080 5380 Coed Onnen, Top Road, Summerhill
Development: Creation of new vehicular access for off street parking.

I refer to your consultation dated 23 November 2010 in respect of the above.

The site is located on a classified highway subject to a 30 mph speed limit although vehicular speed is considered to be no more than 20 mph due to the geometry of the road. There is no existing vehicular access in to the site and vehicles are therefore parked on the highway restricting the flow of traffic.

Manual for Streets recommends the provision of visibility splays measuring 2.4 x 25m to the nearside kerb edge for any new access. It is current Council policy that private drives off a classified highway require the provision of a standard turning area.

Visibility from the proposed access is approximately 2.4 x 5m in both directions and there is no turning area provided. The proposal also means there is inadequate pedestrian visibility at the site access.

I would normally recommend the application be refused for the following reasons:

1. There is restricted visibility at the proposed point of access and use of this access would increase the likelihood of danger to road users.
2. The proposed development does not make adequate provision for the turning of vehicles within the curtilage of the site.

However it is noted that there are at least 4 accesses within 15m of the site that provide no turning area and suffer inadequate visibility. The road near the proposed access is narrow and there is clear benefit in providing off road car parking.

Although the proposal is contrary to Council policy I consider that there would be no particular detriment to highway safety in supporting the provision of a new access, albeit below standard. I would however require the parking spaces to be positioned centrally across the frontage of the site to ensure that pedestrian visibility can be

achieved and to ensure the safety of anyone using the rear access to the south of the site.

I therefore recommend any permission include the following conditions:

CONDITIONS

ZJO9 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.

ZJO7 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.

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.

ZJ21 MAXIMISING VISIBILITY

038R

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 highway 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 permanently retained clear of any such obstruction

NONSTDC ACCESS LOCATION

026R

The driveway access shall be centralised across the site frontage.



Infrastructure and Planning Manager