

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0827	Your Ref:	SJG/P/2010/0827
Date:	18 th October 2010		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 322 432 Cinders Stables, Overton Road, Ruabon, Wrexham.

Development: Construction of ménage.

I refer to your consultation dated 29/09/2010 in respect of the above.

The development site is located on the A539 Ruabon - Overton Road which is a classified road subject to a 60mph speed limit.

TAN 18 would normally require any proposed / existing access to provide visibility splays of 2.4 x 215m 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.

Any proposed / existing access would also normally be required to provide adequate forward visibility for vehicles approaching from the west providing a stopping sight distance of 215m.

Visibility from the existing access serving The Old Stables Farmhouse is inadequate in both directions. Visibility is approximately 2.4 x 30m in the westerly direction and 2.4 x 45m in the easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in the westerly direction by the existing buildings fronting the A539 and by the existing hedgerow in the easterly direction.

In terms of forward visibility for vehicles approaching from the west, there only appears to be a stopping sight distance of around 175m which does not comply with the requirements of TAN 18.

The access itself is 7.2m wide with gates setback approximately 7m behind the carriageway edge. The access is surfaced with loose bound materials.

I understand that the applicant wishes to construct a replacement access which fully complies with current highway standards. Planning consent (ref: P/2010/0332) was recently granted to construct this new access. In order to consider supporting any future application for a development that is likely to result in an increase in vehicle movements at the site, full visibility splays in accordance with TAN 18 would need to be provided.

Any proposed shared access shall be a minimum width of 4.8m for at least 10m behind the highway boundary and shall be surfaced with hard bound materials (ie/ bituminous macadam) for at least 10m behind the highway boundary. No gates shall be erected within 10m of the highway boundary.

I would recommend that the existing sub-standard access is permanently closed up once the new access has been constructed. The existing access shall be reinstated to grass verge to the satisfaction of the Planning Authority (see note).

Adequate parking and turning facilities at the proposed development site shall be provided to the satisfaction of the Planning Authority.

I would therefore recommend that any permission be subject to the following conditions:-

CONDITIONS

1. The proposed access shall provide / maintain visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.
2. The proposed shared access shall be a minimum width of 4.8m for at least 10m behind the adjoining highway (see note).
3. The proposed access shall be surfaced using hard bound materials for a minimum distance of 10m behind the highway boundary.
4. No gates shall be erected within 10m of the highway boundary. Any gates shall open into the development site.
5. 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.
6. Any proposed access shall be staggered at least 25m away from any existing junction / access on the opposite side of the adjoining highway.
7. The existing substandard access shall be permanently closed upon completion of the new access (see note).
8. Vehicle parking and turning facilities shall be provided within the curtilage of the development site in accordance with details to be submitted for the further approval of the Local Planning Authority.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure the formation of a safe and satisfactory access.
3. To ensure that no deleterious material is carried onto the highway.
4. To ensure the formation of a safe and satisfactory access.
5. In the interests of highway safety.
6. In the interests of highway safety.
7. In the interests of highway safety.

8. To provide for the parking of vehicles clear of the highway.

Supplementary Notes

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

Note:

- *The applicant will need to construct a dropped kerb crossing to form the new access and will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980. Please contact Stephen Jones on Tel: 01978 297158.*
- *The existing access serving the development site shall be reinstated as grass verge to the satisfaction of the Highway Authority. The applicant will need to liaise with our Streetscene Engineer – Mr. John Walsh on Tel: 01978 729733.*
- *Public Footpath No.63 - Ruabon passes immediately to the west of the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.*

Infrastructure and Planning Manager