

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2011/0075	Your Ref:	LB1/P/2011/0075
Date:	22nd 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 / email dated 21/02/2011 including revised layout plans 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.

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.
- ZJ18**
026R **VISIBILITY SPLAYS (CENTRELINE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres to the north and 2.4 metres x 120 metres to the south east 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.
- NONSTD**
038R **FORWARD VISIBILITY**
Prior to first use of the development hereby approved the vehicular access shall provide a forward visibility splay providing a stopping sight distance of 33m for vehicles approaching from the north. The splay 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 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