

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0622 **Your Ref:** MP/P/2010/0622
Date: 19th August 2010

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

Location: O. S Grid Ref: 437 410 The Dukes, Halghton, Whitchurch.
Development: Conversion of part of buildings to create separate dwelling.

I refer to your consultation dated 20/07/2010 and revised layout plan (PH001 P002 Rev C) received on 18/08/2010 in respect of the above.

The proposed development site is located on Peartree Lane which is a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph for vehicles approaching from the north west and 25mph for vehicles approaching from the south east given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m to the north west and 2.4 x 45m to the south east measured to the centreline of the adjoining highway in accordance with TAN 18. Visibility can be relaxed to the centreline of the adjoining highway given the restricted carriageway width along this section.

There would appear to be 2 no. existing accesses serving the proposed development site. The first access serves The Dukes which I understand has an associated granny annexe to the rear at the end of Duke Mews and the second access serves the Duke Mews.

The existing access serving the The Dukes (plus granny annexe) suffers from inadequate visibility providing splays of approximately 2.4 x 3m to the north west and 2.4 x 7m to the south east measured to the centreline of the adjoining highway. Visibility is impeded by the existing hedgerow either side of the access.

This access is approximately 3.9m wide, surfaced with loose bound materials with gates setback approximately 1.5m behind the carriageway edge. Such an access would normally require hard bound surfacing for the first 5m with no gates being erected within 5m of the highway boundary.

I understand that Mr. Gilbert who currently lives at The Dukes wishes to sell this property and move into the proposed 2 bedroomed annexe which adjoins The Duke Mews where his son / daughter live.

It is proposed to provide a new improved access utilising the existing field access to serve the Dukes and use the existing access to serve the proposed 2 bedroomed dwelling.

In this particular location, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the north west and 25mph for vehicles approaching from the south east given the geometry of the road along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 70m to the north west and 2.4 x 45m to the south east measured to the centerline of the adjoining highway in accordance with TAN 18. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Providing that the existing hedgerow / vegetation either side of the proposed access is regularly maintained, it would appear possible to provide the required splays from the proposed access (former field access).

I would recommend that the proposed access is a minimum width of 3.0m and is surfaced using hard bound materials for a minimum distance of 5m behind the adjoining carriageway. No gates shall be erected within 5m of the carriageway edge. An access of this nature should have a maximum gradient of 1:8 (12.5%).

Parking at the proposed development site shall comply with the requirements of LPGN 16. Suitable turning facilities shall be provided / maintained within the curtilage of the development site. Proposed parking and turning provision for the proposed and existing dwellings indicated on the submitted layout plan appears adequate.

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

CONDITIONS

1. The proposed access (existing field access) shall provide visibility splays of 2.4 x 70m to the north west and 2.4 x 45m to the south east measured to the centerline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with TAN 18.
2. The existing / proposed field access shall be surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 5m behind the adjoining carriageway.
3. Any existing / proposed gates shall be erected at a minimum distance of 5m behind the adjoining carriageway and shall open into the development site.
4. The proposed access shall have a maximum gradient of 1:8 (12.5%).
5. Parking provision at the proposed development shall be in accordance with LPGN 16.
6. Suitable turning facilities shall be provided within the curtilage of the development site.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure that no deleterious material is carried onto the highway.
3. In the interest of the free and safe movement of traffic on the adjacent highway and to ensure the formation of a safe and satisfactory access.

- 4 To ensure the formation of a safe and satisfactory access.
5. To provide for the parking of vehicles clear of the highway.
6. To enable vehicles to enter and leave the site in a forward gear in the interest of traffic safety.

Supplementary Notes

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

Note to Applicant

Any proposed widening of the existing / proposed access will require formal consent pursuant to s.184 of the Highways Act 1980.



Operational Manager Traffic & Transportation