

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0700 **Your Ref:** KH/P/2010/0700
Date: 17th August 2010

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

Location: O. S Grid Ref: 373 396 The Clock Barn, Crab Mill Farm, Knolton, Overton.
Development: Menage and cattle / sheep loading area.

I refer to your consultation dated 16/08/2010 in respect of the above.

The proposed development site is located on the A528 Overton – Ellesmere Road which is a rural, classified road subject to a 60mph speed limit.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the newly formed access at the southern end of the development site is adequate in the north westerly direction. However, visibility in the south easterly direction is currently inadequate providing a splay of approximately 2.4 x 50m measured to the nearside edge. Visibility is restricted in this direction by the existing hedgerow.

However, previous planning consents including ref: P/2005/1343 and P/2008/0264 for the conversion of barns at the site included a condition requiring the provision / maintenance of visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. I would therefore not support any further development at this site until the required splays have been provided.

I understand that the recently constructed access is intended to provide access to the existing dwellings and to serve the proposed ménage. Providing the required visibility splay can be provided in the south easterly direction, I would have no objections to the proposed ménage. I understand that the proposed ménage is intended for personal use only and is therefore unlikely to result in any significant increase in vehicle movements at the development site.

Alongside the newly formed access is an existing field access which is unsurfaced and gated at approximately 6m behind the adjoining carriageway. I understand that the applicant wishes to utilise this access to allow trucks to load / offload cattle / sheep. I understand that likely vehicle movements associated with this activity will be minimal.

However, I would recommend that improvements are carried out to this access in order to serve the proposed development. I would recommend that the access is surfaced with hard bound materials for a minimum distance of 15m behind the adjoining highway with no gates being erected within 15m of the highway boundary. The access shall be improved to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

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.

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

CONDITIONS

1. Both proposed access points shall 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.
2. The existing / proposed field access shall be surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 15m behind the adjoining highway.
3. Any existing / proposed gates shall be erected at a minimum distance of 15m behind the adjoining highway.
4. Parking provision at the proposed development shall be in accordance with LPGN 16.
5. 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 points 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 provide for the parking of vehicles clear of the highway.
5. 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 access will require formal consent pursuant to s.184 of the Highways Act 1980.

A handwritten signature in black ink, appearing to read 'M. Plak', is written over the printed name.

Operational Manager Traffic & Transportation