

# MEMORANDUM



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**From:** Operational Manager Traffic & Transportation      **To:** Chief Planning Officer  
**Our Ref:** TH/DC/PP/2010/0469      **Your Ref:** LB1/P/2010/0469  
**Date:** 9<sup>TH</sup> June 2010

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## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 462 351 Land adjacent to Oakwood House, Cadney Lane, Bettisfield.

**Development:** Submission of reserved matters pursuant to outline planning permission code no. P/2008/0458 (Access, appearance, layout and scale) for the erection of one dwelling and garage.

I refer to your consultation dated 02/06/2010 in respect of the above.

The proposed development site is located on Cadney Lane which is a rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph along this section given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 45m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. Visibility splays indicated on the submitted layout plan (Drg. No. 8303/1680/05) appear adequate

Any proposed access shall provide pedestrian visibility plays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. These splays have not been indicated on the submitted layout plan.

I would recommend that the applicant submits a revised layout plan indicating the required pedestrian visibility splays.

The proposed 4.5m wide shared access shall be surfaced with hard bound materials (ie/ bituminous macadam) for the first 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary. I would recommend that this access takes the form of a dropped kerb vehicular access.

Parking and turning provision at the proposed development site appears restricted and it would appear difficult for vehicles to turn / maneuver within the curtilage of the site in order to exit the site in a forward gear. I would suggest that the proposed forecourt is modified / increased in size to allow for adequate parking (ie/ provision for 4 no. cars) and adequate turning. I would suggest that the applicant submits a revised layout plan indicating a suitable arrangement.

There is no footway provision along this section of Cadney Lane and I would therefore recommend that a 2.0m wide footway is constructed along the entire site frontage in the interests of pedestrian safety (see note). This will require the removal / setting back of a significant number of trees / hedgerow. The submitted layout plan only indicates a proposed footway width of 0.9m which is considered inadequate (see note).

Assuming that the above issues are satisfactorily addressed, I would recommend any permission include the following conditions:-

## **CONDITIONS**

1. The proposed shared access shall provide visibility splays of 2.4 x 45m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18
2. The proposed access shall provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.
3. The proposed shared access shall be a minimum width of 4.5m for the first 5m behind the highway boundary. The access shall take the form of a dropped kerb vehicular access.
4. The proposed access shall be surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 5m behind the adjoining highway.
5. No gates shall be erected within 5m of the adjoining highway boundary.
6. Parking provision at the proposed development site shall be in accordance with LPGN 16 for both the existing and proposed dwelling.
7. Suitable turning facilities shall be provided within the curtilage of the development site.
8. A 2.0m wide footway shall be constructed along the entire site frontage of the development site including the frontage of Bank House (see note).

## **REASONS**

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure that adequate pedestrian visibility is provided at the proposed point of access to the highway.
3. To ensure the formation of a safe and satisfactory access.
4. To ensure that no deleterious material is carried onto the highway.
5. To ensure the formation of a safe and satisfactory access.
6. To provide for the parking of vehicles clear of the highway.
7. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety,
8. In the interests of pedestrian safety.

## Supplementary Notes

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

## Notes

- - The proposed footway should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*
  - You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.*
  - The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out*
- *Assuming the provision of a 2.0m wide footway in this location is considered excessive, I would consider a reduced footway width of 1.2m to be acceptable.*
- *As there appears to be a significant issue with flooding in this area, I would recommend the applicant liaises with the Wrexham County Borough Council – Land Drainage Section to discuss the proposed means of surface water drainage for the development site. Please contact Mr. Paul Fairclough on Tel: 01978 729730.*



 Operational Manager Traffic & Transportation