

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0482 **Your Ref:** PF/P/2010/0482
Date: 10th June 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 545 428 Rose Hill Lodge, Erbistock, Wrexham.

Development: Sunroom extension, insertion of new windows and alterations to access.

I refer to your consultation dated 07/06/2010 in respect of the above.

The proposed development site is located on the A528 Overton Road which is a 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 which there shall be no obstruction in excess of 1.0m in height in accordance with TAN 18.

It would appear that the existing access has been closed up (boundary wall extended across opening) but the existing dropped kerb crossing remains. The proposed new access at the southern end of the site has already been constructed with the parking / turning area currently surfaced with loose, unbound material.

Visibility from the existing access was inadequate in both directions providing splays of approximately 2.4 x 4m to the north and 2.4 x 7m to the south measured to the nearside edge of the adjoining highway. Visibility was impeded in the northerly direction by the existing property with visibility to the south being limited by the hedgerow of the adjoining property.

The existing access was substandard and only provided sufficient parking for 1 no. vehicle. There was previously no turning provision provided at the development site. Although, it would appear impossible to provide a suitable access at the development site that could provide visibility splays in accordance with TAN 18, the proposed arrangement would offer a significant improvement in highway terms.

In order to maximize visibility from the proposed access, I would recommend that any proposed / existing boundary wall is maintained at a maximum height of 1.0m above the adjoining carriageway level with nothing being erected / planted greater than 1.0m in height for at least 1.0m behind the highway boundary.

The proposed driveway shall be a minimum width of 3.0m and shall be surfaced using hard bound materials for a minimum distance of 5m behind the highway boundary. No gates shall be erected within 5m of the highway boundary.

The existing access shall be permanently closed upon completion of the new access and the existing dropped kerb / footway shall be reinstated to full height construction (see note).

Parking provision at the proposed development site shall be in accordance with LPGN 16.

In terms of turning provision at the development site, although the proposed turning facility does not strictly comply with LPGN 21, it is a significant improvement on the existing arrangement.

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

CONDITIONS

1. The proposed access shall be a minimum width of 3.0m.
2. The access shall be surfaced using hard bound materials for the first 5m behind the highway boundary with no gates being erected within 5m of the highway boundary.
3. Any proposed / existing boundary wall fronting the development site shall be maintained at a maximum height of 1.0m above the adjoining carriageway level with nothing being erected / planted greater than 1.0m in height within 1.0m of the highway boundary.
4. The existing access shall be permanently closed upon completion of the new access with the existing dropped kerb / footway fronting the development site being reinstated to full height construction (see note).
5. Parking provision at the proposed development site shall be in accordance with LPGN 16.

REASONS

1. To ensure the formation of a safe and satisfactory access.
2. To ensure that no deleterious material is carried onto the highway.
3. In order to maximize visibility at the proposed point of access to the highway.
4. In the interest of highway safety.
5. To provide for the parking of vehicles clear of the highway.

Supplementary Notes

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

Note

The applicant will need to reinstate the existing dropped kerb vehicular crossing previously serving the original access outside the property to full height footway construction and will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980.

A handwritten signature in cursive script, appearing to read "J. Paul".

Operational Manager Traffic & Transportation