

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0493 **Your Ref:** MP/P/2010/0493
Date: 30th June 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 429 410 Bryn Farm, Gredington Estate, Hanmer, Whitchurch.

Development: Conversion of barns to 5 no. dwellings.

I refer to your consultation dated 14/06/2010 in respect of the above.

The proposed development site is served off Pigeon Lane which is a narrow, unclassified rural lane subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the south east and 30mph for vehicles approaching from the north west given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in both directions measured to the centerline of the adjoining highway in accordance with TAN 18.

Visibility splays of 2.4 x 43m in both directions have been suggested as being achievable by the applicant which is considered inadequate. However, it would appear possible to provide the required splays in both directions subject to alterations to the existing hedgerow and fence either side of the access.

Pigeon Lane is narrow in nature and its width predominantly ranges from 2.5 – 3.7m. There would appear to be no formal passing places along this section of Pigeon Lane and cannot therefore accommodate the simultaneous passage of 2 no. vehicles. The lane is in particularly poor condition.

In order to support the proposed development, I would recommend that a suitable passing place is constructed to adoptable standards approximately half way between the proposed access and the junction with Bryn Lane to the west. The proposed passing place shall be at least 16m in length providing an overall carriageway width of 5.5m (see note).

I would recommend that the proposed access serving the development site is at least 4.8m wide for the first 5m behind the adjoining highway. The access shall be surfaced with hard bound materials for at least 5m behind the adjoining highway.

Parking at the proposed development site shall comply with the requirements of LPGN 16.

Suitable tuning facilities shall be provided within the curtilage of the development site.

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

CONDITIONS

1. The proposed access shall provide visibility splays of 2.4 x 70m in both directions measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m
2. The access shall be paved using hard bound materials for a minimum distance of 5m behind the highway boundary.
3. No gates shall be erected within 5m of 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.
6. A suitable passing place shall be constructed half way between the proposed access and the junction with Bryn Lane to the west to the satisfaction of the Planning Authority (see note).

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 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.
6. In the interests of highway safety.

Supplementary Notes

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

Note

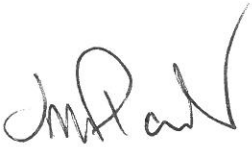
- *It is unclear from the submitted application as to whether any agricultural activity will continue at the development site and would utilise the proposed access onto Pigeon Lane.*

If this is the case, then I would recommend that the access is a minimum of 4.8m wide for a minimum distance of 15m behind the adjoining highway. Such an access would need to be surfaced with hard bound materials for at least 15m behind the adjoining highway with no gates being erected for at least 15m behind the adjoining highway

- *Any proposed carriageway widening / passing place 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.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



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