

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0912	Your Ref:	RAD/P/2009/0912
Date:	12 th November 2009		

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

Location: O. S Grid Ref: 399 484 Plot between Denverra and Walnut Cottage, Sun Lane, Bowling Bank, Wrexham.

Development: Submission of reserved matters pursuant to outline planning permission code P/2007/0163 granted on 02/04/2007 in respect of siting, design, external appearance, means of access and landscaping – erection of dormer bungalow.

I refer to your consultation dated 10/11/09 in respect of the above.

The proposed development site is located on Sun Lane which is a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

The carriageway widens locally in front of the existing dwelling (Denverra) where there is a short length of footway approximately 1.0 wide. A 1.8m wide grassed verge continues in the south easterly direction fronting the proposed development site up to the existing access and a 0.9m wide grassed verge continues beyond this point up to the end of the development site.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in the south easterly direction measured to the centerline of the adjoining highway and 2.4 x 70m in the north westerly direction 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. Visibility can be relaxed to the centerline of the adjoining highway in the south easterly direction given the restricted carriageway width along this section.

However, the submitted layout plan (Drg. No. 09/25 01 – Dated October 2009) does not demonstrate how the required splays are to be provided from the proposed access over land under the applicant's control. I would recommend that the applicant submits a suitably scaled plan indicating how the required splays are to be provided.

Normally in the case of classified roads, on site turning provision would be required for such a development. However, as Sun Lane is a very lightly trafficked lane, it is unlikely that maneuvering within the highway will create any undue danger or inconvenience to highway users at this location.

The proposed level of parking provision at the development site appears adequate.

I would recommend that the existing footway fronting the existing dwelling is continued along the site frontage. This has not been demonstrated on the submitted layout plan.

I would recommend that any proposed access / driveway is surfaced with hard bound materials for at least 5m behind the highway boundary. No gates shall be erected within 5m of the highway boundary.

I would normally recommend that the application be **REFUSED** for the following reasons:-

1. **The submitted layout plan (Drg. No. 09/25 01 – Dated October 2009) does not demonstrate how the required visibility splays are to be provided from the proposed access.**
2. **The provision of a continuous footway along the site frontage has not been demonstrated on the submitted layout plan (Drg. No. 09/25 01 – Dated October 2009).**

However, if the applicant were to satisfactorily address the above points, then I would recommend that any permission include the following conditions:-

CONDITIONS

1. The access serving the development site shall provide visibility splays of 2.4 x 70m in the south easterly direction measured to the centerline of the adjoining highway and 2.4 x 70m in the north westerly direction 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.
2. The access shall be surfaced using hard bound materials for the first 5m behind the highway boundary.
3. No gates shall be erected within 5m of the highway boundary.
4. Parking provision at the proposed development site shall be in accordance with LPGN 16.
5. The existing footway fronting the existing dwelling shall be continued along the site frontage (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. To ensure the formation of a safe and satisfactory access.
4. To provide for the parking of vehicles clear of the highway.

5. In the interests of pedestrian safety.

Supplementary Notes

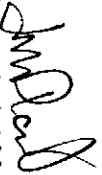
The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.

Note:

- 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


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