

MEMORANDUM



From: Operational Manager Highways Planning **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0445 **Your Ref:** JGK/P/2010/0445
Date: 27th May 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 482 413 Holly Bank, Ty Broughton, Whitchurch.

Development: Demolition of storage shed and car ports and change of use of existing brick traditional barns into individual domestic dwellings. Alterations to existing vehicular and pedestrian access and installation of septic tank. Amended from previous approval code no. BRN/P/2004/0248.

I refer to your consultation dated 26/05/2010 in respect of the above.

The development site is located on a rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph due to the geometry of the road.

Any proposed / existing access would normally require visibility splays of 2.4 x 70m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility at the existing access is adequate in the south easterly direction providing a splay in excess of 2.4 x 70m measured to the nearside edge of the adjoining highway. However, visibility in the north westerly direction is inadequate currently providing a splay of approximately 2.4 x 15m measured to the nearside edge of the adjoining highway. Visibility in this direction is restricted by the existing shrub(s) in the front garden and the existing hedgerow beyond the front boundary wall. In order to provide the required visibility in this direction, a section of the existing hedgerow would need to be either lowered / removed / setback. The submitted drawings do not indicate how the required visibility splays are to be provided

The existing access serving the development site is only 3.7m wide and is gated at 4.1m behind the adjoining carriageway. I would recommend that any proposed shared access is widened to at least 4.5m with any gates being setback at least 5m behind the adjoining carriageway.

Parking and turning provision at the proposed development site appears adequate.

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

1. **There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**

2. **The existing / proposed shared access serving the development site is of inadequate width.**

However, if the applicant were to satisfactorily address the above issues, 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 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 proposed shared access shall be a minimum width of 4.5m.
3. The proposed shared access shall be surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary.
4. No gates shall be erected within 5m of the highway boundary.
5. Parking provision at the proposed development site shall be in accordance with LPGN 16.
6. 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 point of access to the highway.
2. To ensure the formation of a safe and satisfactory access.
3. To ensure that no deleterious material is carried onto the highway.
4. In the interest of safety and free flow of traffic on the adjoining highway.
5. To provide for the parking of vehicles clear of the highway.
6. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.

Supplementary Notes

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

Note:

The applicant may wish to carry out a speed survey along this section of road to determine 85th percentile speeds in both directions.

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Operational Manager Traffic & Transportation