

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2019/0314	Your Ref:	P/2019/0314
Date:	13 November 2019		

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

Location: O. S Grid Ref: 3410 5562 Yew Tree Cottage, Singrett Hill, Llay
Development: Construction of new vehicular access and closure of existing

I refer to your revised consultation 12 November 2019 in respect of the above.

The proposed access is on to an unadopted road over which the highway authority has limited control. The road is effectively a private drive over which the applicants do not appear to have any existing right of access. If planning permission is granted then access rights over the road is a matter for the applicants to resolve with the owners of the private drive.

The creation of a new access on to an unadopted road is not normally something the highway authority would get involved in. However due to a restrictive planning condition on a previous permission at the site, we have been consulted on this proposal.

The site has an existing access on to the B5373 Singrett Hill, a classified highway subject to a 40 mph speed limit.

Visibility at the existing access to the site is well below recommended standards in both directions. To the north it is approximately 2.0 x 25m to the nearside kerb edge. To the south visibility is approximately 2.0 x 25m.

The proposed access will result in vehicles from the dwelling accessing the Singrett Hill from the unadopted road to the south of the property. Visibility from the unadopted road on to Singrett Hill is below standard in both directions. To the south it is approximately 2.0 x 20m; to the north it is approximately 2.0 x 10m.

There is a level difference of approximately 1.2 metres between the unadopted road and the existing parking area. Current council policy recommends a maximum gradient of 1 in 8 on private driveway access to an adopted highway.

The applicant has now submitted a revised plan which demonstrates improvements to visibility from the unadopted road onto Singrett Hill. By relocating the front boundary wall and removing the existing trees / hedges it is possible to achieve splays of 2.4 x 25m which although still below recommended standards will be of benefit to all vehicles using this junction.

Adequate visibility will also be provided for vehicles entering the unadopted road from the application site.

The access will be constructed at a maximum gradient of 1 in 8 which is concurrent with WCBC standards.

Adequate drainage will be provided to prevent surface water flowing from the site on to the unadopted road.

I therefore recommend that any permission include the following conditions:

CONDITIONS

- | | |
|----------------------|--|
| ZJ41
026R | GENERAL LAYOUT
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. C1539 10 Rev D |
| ZJO7
043R | ACCESS SURFACE (5 metres)
Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway. |
| ZJ22
035R | PARKING AND MANOEUVRING TO BE KEPT CLEAR
The vehicular parking and turning areas as shown on approved drawing(s) No(s). C1539 10 rev D shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times. |
| ZJ46
026R | NO PRIVATE SURFACE WATER RUN OFF
No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development. |
| ZJ05
039R | ACCESS GRADIENT
The vehicular access hereby approved shall be a maximum gradient of 1 in 8 (12.5%). |



 Service Manager Environment