

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0091	Your Ref:	LG/P/2010/0091
Date:	10 th February 2010		

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

Location: O. S Grid Ref: 496 410 The Old Rectory, Whitewell, Whitchurch.

Development: Erection of new detached garage and log store and alterations to existing access. **Alteration to previously approved application no. P/2009/0630.**

I refer to your consultation dated 08/02/2010 in respect of the above.

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

Any existing / proposed access would normally be required to provide visibility splays of 2.4 x 70m in the easterly direction measured to the centreline of the adjoining highway and 2.4 x 70m in the 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 centreline of the adjoining highway in the easterly direction given the restricted carriageway width in this direction.

Visibility from the existing westerly access appears to be adequate in both directions providing splays in excess of 2.4 x 70m in both directions.

In order to carry out any modifications to the existing westerly access, the applicant will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980 (see note). Any proposed gates shall be setback at least 5m behind the adjoining carriageway with the access being surfaced using hard bound materials for a minimum distance of 5m behind the highway boundary. The proposed access shall have a maximum gradient of 1:8. No private surface water shall be permitted to flow from the development site onto the adjoining highway. I would recommend that an Aco drain or similar be constructed across the proposed access to intercept any such run off.

Any proposed flank walls / retaining walls must be positioned behind the highway boundary. Any proposed walls over 4 ft 6 ins. within 12 ft of the highway boundary will require approval (see note).

Parking and turning provision within the curtilage of the development site appears adequate and satisfies the requirements of LPGN 16.

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

CONDITIONS

1. The proposed access shall provide / maintain visibility splays of 2.4 x 70m in the easterly direction measured to the centreline of the adjoining highway and 2.4 x 70m in the 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 proposed access shall be surfaced 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 carriageway. Any gates shall open into the development site.
4. The proposed access / driveway shall have a maximum gradient of 1:8.
5. Any proposed flank walls / retaining walls shall be positioned behind the highway boundary (see note).
6. Any proposed modifications to the existing access serving the development site will require consent pursuant to s. 184 of the Highways Act 1980.
7. No private surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar be constructed across the proposed access to intercept any such run off.
8. Parking provision at the proposed development site shall be in accordance with L.P.G.N 16.
9. Suitable turning facilities shall be provided within the curtilage of the site.

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 ensure the formation of a safe and satisfactory access.
5. In the interests of highway safety.
6. To ensure the formation of a safe and satisfactory access.
7. In the interests of highway safety.
8. To provide for the parking of vehicles clear of the highway.
9. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety.

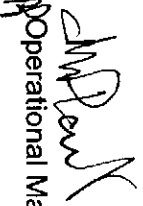
Supplementary Notes

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

Note to applicant

Technical approval for the proposed flank walls / retaining walls behind the highway boundary may be required under the provisions of the Highways Act 1980. The developer shall liaise with the WCBC – Operational Manager Engineering Consultancy - Sharon Stevens (Tel: 01978 297109).

In order to modify the existing access serving the development site the applicant will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980. Please contact Steve Jones on Tel: 01978 297158.


Operational Manager Traffic & Transportation