

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0825 **Your Ref:** SEH/P/2018/0825
Date: 24th October 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 407 488 East Way, Bowling Bank, Wrexham.

Development: Closure of existing access and construction of new access (away from junction) and extension to residential curtilage.

I refer to your consultation dated 02/10/2018 in respect of the above.

Access

The development site is located on 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.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway in accordance with TAN 18 / Manual for Streets. Visibility can be relaxed to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing access is adequate in the southerly direction providing a splay in excess of 2.4 x 43m measured to the centerline of the adjoining highway. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 18m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

Any replacement access would need to provide at least the same level of visibility as the existing access. Ideally, any new access should provide the full visibility splays stated above. This will require modifications to the existing hedgerow / boundary fence. **Could you please ask the applicant to provide a revised layout plan indicating the full extent of the proposed visibility splays in both directions from the proposed access.**

If the application is to be supported, then I would recommend that any proposed access is paved with hard bound materials for a minimum distance of 5m behind the adjoining highway with any gates being setback a minimum distance of 5m behind the adjoining highway (if used by cars only).

An Aco drain or similar will be required across any proposed access to intercept any private surface water run-off.

I would recommend that any permanent closure of the existing access includes a condition to topsoil and seed to reinstate this area to highway verge.

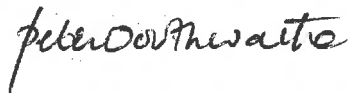
Parking & Turning Provision

There would appear to be adequate parking and turning provision within the curtilage of the site.

I await the requested information.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



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Planning Control Manager