

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0794 **Your Ref:** SEH/P/2010/0794
Date: 28th September 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 398 485 Top House Farm, Bowling Bank, Wrexham.

Development: Barn conversion.

I refer to your consultation dated 21/09/2010 in respect of the above.

The proposed development site is located on the corner of Sun Lane and the B5130 Holt Road.

The B5130 Holt Road is a rural, classified road subject to a 60mph speed limit. However, a recently conducted speed survey carried out along this section determined 85th percentile speeds of 47mph for vehicles travelling in either direction.

Based on an 85th percentile speed of 47mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 133m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18 (Table A).

Forward visibility providing a stopping sight distance of 133m would also normally be required for vehicles approaching from the south west.

I understand that the applicant wishes to convert the existing barn onto a residential dwelling and access the dwelling off the B5130 Holt Road. Although there is an existing dropped kerb (approximately 8m wide) fronting the development site along the B5130, there is currently no access at this location. The frontage of the site is bounded by a hedgerow / fence.

Visibility from the proposed access is currently inadequate providing splays of approximately 2.4 x 25m to the south west and 2.4 x 6m to the north east measured to the nearside edge of the adjoining highway. Visibility is currently impeded by the existing hedgerow along the frontage of the site. If the existing hedgerow were to be removed / lowered / setback, it would appear possible to achieve the required lateral visibility splays in both directions and provide adequate forward visibility for vehicles approaching from the south west.

I would recommend that the access is surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 5m behind the adjoining highway. Any proposed gates shall be erected at a minimum distance of 5m behind the adjoining highway.

Parking provision at the proposed development site shall be in accordance with LPGN 16.

Suitable turning facilities shall be provided within the curtilage of the development site.

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

CONDITIONS

1. The proposed access shall provide visibility splays of 2.4 x 133m 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 access shall provide adequate forward visibility for vehicles approaching from the south westerly direction providing a stopping sight distance of 133m.
3. The proposed access shall be surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 5m behind the adjoining highway.
4. Any proposed gates shall be erected at a minimum distance of 5m behind the adjoining highway.
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 that adequate visibility is provided at the proposed point of access to the highway.
3. To ensure that no deleterious material is carried onto the highway.
4. In the interest of the free and safe movement of traffic on the adjacent highway and to ensure the formation of a safe and satisfactory access.
5. To provide for the parking of vehicles clear of the highway.
6. To enable vehicles to enter and leave the site in a forward gear in the interest of traffic safety.

Supplementary Notes

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


Operational Manager Traffic & Transportation