

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0822 **Your Ref:** SJG/P/2010/0822
Date: 4th October 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 378 391 Maes Lewis, Knolton, Overton, Wrexham.

Development: Construction of workshop to be used for personal use (partly in retrospect).

I refer to your consultation dated 29/09/2010 in respect of the above.

The proposed development site is located on the A528 Overton-Ellesmere Road which is a rural, classified road subject to a 60mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 215m 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 in accordance with TAN 18.

Maes Lewis has 2 no. existing access points at either end of the site, although the northerly access appears to be the more frequently used access which is also shared with the adjoining landowner.

Visibility from both access points is inadequate falling significantly short of TAN 18 requirements.

The northerly shared access is approximately 5m wide providing visibility splays of approximately 2.4 x 9m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in the north westerly direction by the existing hedgerow fronting the adjoining field and the hedgerow / fence fronting the site itself in the south easterly direction.

This access is particularly poor in terms of visibility and I would suggest that the applicant liaises with the adjoining landowner to discuss potential improvements to this access (ie/ setting back, removal, lowering of existing hedgerow).

The southerly access is approximately 4.1m wide providing visibility splays of 2.4 x 5m to the south east and 2.4 x 7m to the north west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow located either side of the access. The access is gated approximately 2.4m behind the adjoining carriageway and is surfaced with loose bound materials. I would normally recommend that such an access is gated at a minimum distance of 5m (preferably 10m) behind the adjoining highway and is surfaced with hard bound materials (ie/ bituminous macadam) for at least 5m behind the adjoining highway.

I would normally therefore not support any proposed development that is likely to result in an increase in vehicle movements through either of these substandard accesses.

However, I understand that the proposed workshop is intended for personal use by the applicant who restores vintage tractors. I assume that any consent will restrict the development to a non-commercial / personal use. The proposed development is therefore considered unlikely to result in any increase in vehicle movements at the site .

I would therefore have no objections to the proposed development and would recommend any permission include the following conditions:-

CONDITIONS

1. Parking provision at the proposed development site shall be in accordance with LPGN 16.
2. Suitable turning facilities shall be provided / maintained within the curtilage of the development site.

REASONS

1. To provide for the parking of vehicles clear of the highway.
2. 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, 2, 3, 4 & 5 of the supplementary notes.



 Operational Manager Traffic & Transportation