

# MEMORANDUM



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**From:** Operational Manager Traffic & Transportation      **To:** Chief Planning Officer  
**Our Ref:** TH/DC/PP/2010/0761      **Your Ref:** MP/P/2010/0761  
**Date:** 13<sup>th</sup> September 2010

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## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 373 467 The Kiln, Kiln Lane, Cross Lanes, Wrexham.

**Development:** Change of use of adjacent vacant land to ménage, erection of stables, new double garage, boundary walls and amendments to scheme to convert public house to dwelling (previously approved under code no. P/2004/1631).

I refer to your consultation dated 07/09/2010 in respect of the above.

The proposed development site is located on Kiln Lane which is a classified road subject to a 60mph speed limit. However, a previously conducted speed survey along this section of road determined 85<sup>th</sup> percentile values of 39mph for vehicles travelling in the south westerly direction and 41mph for vehicles travelling in the north easterly direction.

TAN 18 would normally require any proposed / existing access to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

The existing access serving The Kiln is at the north eastern end of the site, I understand that this access currently operates as a shared access with the adjoining property (Primrose Cottage) who uses this access to maintain their septic tank.

This access is approximately 3.0m in width and is gated at 6.1m behind the adjoining carriageway. The access is only partially surfaced with hard bound materials. I would recommend that such a shared access is widened to at least 4.8m with any gates being setback at least 10m behind the adjoining highway. Such an access would normally require hard bound surfacing (ie/ bituminous macadam) for at least 10m behind the adjoining highway.

Visibility from the existing access is inadequate in both directions providing a splay of approximately 2.4 x 5m in the easterly direction and 2.4 x 87m in the westerly direction measured to the nearside edge of the adjoining highway. Visibility is restricted in the westerly direction by the hedgerow fronting the adjoining field which I assume is under 3<sup>rd</sup> party control. Visibility in the easterly direction is impeded by the newly constructed brick pillar associated with the adjoining property (Primrose Cottage) and the picket fence and shrubbery erected / planted along the front garden of Primrose Cottage. Planning consent ref: P/2007/0708 at Primrose Cottage previously conditioned the provision of visibility splays of 2.4 x 40m to the west and 2.4 x 120m to the east measured to the nearside edge of the adjoining highway.

These splays have clearly not been provided from this access and as a result significantly impedes visibility from the existing access serving The Kiln. I assume enforcement action will be taken to ensure that these conditions are implemented at Primrose Cottage. I assume that this will then provide a visibility splay of 2.4 x 120m in the easterly direction from the The Kiln access.

There is also an existing field access at the western end of the site which suffers from inadequate visibility in both directions. I would recommend that this access is permanently closed up.

I would normally therefore recommend that the application be **REFUSED** for the following reason:-

**There is restricted visibility at the proposed access and an additional access in this location would be a potential source of danger to road users.**

However, assuming the above issues can be overcome then I would recommend that any permission be subject to the following conditions:-

### **CONDITIONS**

1. The existing shared access serving the development site shall provide / maintain visibility splays of 2.4 x 120m to the east and 2.4 x 87m to the west 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. These splays shall be provided prior to commencement of development.
2. The existing shared access shall be widened to a minimum of 4.8m for the first 10m behind the highway boundary.
3. The access shall be surfaced using hard bound materials (ie/ bituminous macadam) for the first 10m behind the highway boundary.
4. No gates shall be erected within 10m of the highway boundary.
5. Parking provision at the proposed development site shall be in accordance with LPGN 16.
6. A suitable turning facility shall be provided within the curtilage of the development site.
7. The existing substandard field access at the western end of the development site shall be permanently closed up.
8. The proposed stables and ménage shall be restricted to personal use and shall not be used for commercial purposes.

### **REASONS**

1. To ensure that adequate visibility is provided at the existing point of access to the highway.
2. To ensure the formation of a safe and satisfactory access.
3. To ensure that no deleterious material is carried onto the highway.
4. In the interest of safety and free flow of traffic on the adjoining highway.
5. To provide for the parking of vehicles clear of the highway.

6. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.
7. In the interests of highway safety.
8. 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.



 Operational Manager Traffic & Transportation