

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0484 **Your Ref:** SJG/P/2010/0484
Date: 14th June 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 389 492 Unit 7 Oak Road, Wrexham Industrial Estate, Wrexham.

Development: Change of use to plant hire and groundwork business.

I refer to your consultation dated 07/06/2010 in respect of the above.

The proposed development site is located on Oak Road which is a classified road subject to a 40mph speed limit.

Any proposed access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Prior to recently implemented access improvements, visibility from the existing access was inadequate in both directions being approximately 2.4 x 10m in both directions measured to the nearside edge of the adjoining highway. Although it was possible to partially see through the existing mesh fencing fronting the site at present, TAN 18 would normally require unobstructed visibility splays.

Visibility from the improved access is approximately 2.4 x 80m to the south east and 2.4 x 50m to the north west measured to the nearside edge of the adjoining highway. These improved splays are considered to represent a significant improvement in highway safety at the development site. However, I would recommend that the existing metal fence posts fronting the development site are removed to maximise visibility from the proposed access.

The newly formed access is approximately 4.5m wide at 5m behind the highway boundary. The previous access was approximately 4.8m wide and located 2.0m behind the edge of carriageway. The access has been surfaced with hard bound materials. The revised access is considered to be adequate to serve the proposed development.

I understand that the site was previously used as a vehicle repair business and would have generated significantly more vehicle movements than is likely to be generated by the proposed development. I understand that the proposed groundwork / plant hire business will be run by 2 no. staff (father & son) and will generate minimal vehicle movements.

Parking and turning provision at the proposed development site appears adequate.

I would recommend that any permission be subject to the following conditions:-

CONDITIONS

1. Any proposed boundary fencing fronting the development site along Oak Road shall be setback 1.0m behind the highway boundary (back of footway) in order to maximise visibility from the proposed access.
2. The proposed access shall be maintained at a minimum width of 4.5m for a minimum distance of 5m behind the highway boundary.
3. The access shall be surfaced using hard bound materials for a minimum distance of 5m behind the highway boundary.
4. No gates shall be erected within 5m 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.

REASONS

1. To maximise visibility from the proposed access.
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.

Supplementary Notes

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


Operational Manager Traffic & Transportation