

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0472	Your Ref:	KH/P/2009/0472
Date:	19 TH May 2010		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 349 472 Old Hall Farm, Woodhouse Lane, Marchwiell, Wrexham.

Development: Conversion of barn to 2 no. residential units and games room.

I refer to your consultation received on 18/05/2010 in respect of the above.

The proposed development site is located on Woodhouse Lane which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in both directions measured to the centreline of the adjoining highway in accordance with TAN 18. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility at the existing access appears adequate in both directions providing splays of at least 2.4 x 70m measured to the centerline of the adjoining highway. However, visibility in the south easterly direction is reliant on the regular maintenance of the existing verge.

The existing access serving the development site is approximately 4.5m wide for the first 5m behind the adjoining carriageway which is considered adequate to accommodate 2 no. vehicles clear of the public highway. However, this access is currently surfaced with loose bound materials which spill onto the highway. I would therefore recommend that this access is surfaced with hard bound materials (ie/ bituminous macadam) for at least 5m behind the adjoining carriageway.

No surface water run off from the development site shall be permitted to flow onto the adjoining highway. I would therefore recommend that an Aco drain or similar is constructed across the access to intercept any such run off.

The existing private driveway serving the development site is approximately 200m in length and less than 4.1m in width and cannot accommodate the simultaneous passage of 2 no. vehicles. I would suggest that consideration is given to provide at least one passing place along this driveway.

Adequate parking and 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 / maintain visibility splays of 2.4 x 70m in both directions measured to the centerline of the adjoining highway in accordance with TAN 18.
2. The proposed / existing access shall be surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 5m behind the adjoining highway.
3. No gates shall be erected within 5m of the adjoining highway.
4. No private surface water run off from the development site shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be constructed across the access to intercept any such run off.
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 / maintained at the proposed point of access to the highway.
2. To ensure that no deleterious material is carried onto the highway.
3. 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.
4. In the interests of highway safety.
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 highway safety.

Supplementary Notes

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

P. Palmer

Operational Manager Traffic & Transportation

PP