

Proposed parking and turning provision within the curtilage of the development site is considered adequate.

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

1. There is restricted visibility at the proposed / existing access and increased use would increase the likelihood of danger to road users.
2. The existing / proposed access is not surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary.



Operational Manager Traffic & Transportation

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0771	Your Ref:	CB/P/2009/0771
Date:	4 th November 2009		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 372 499 The Granary, Little Erlas Barns, Erlas Lane, Wrexham.
Development: Garage conversion and link porch. Detached garage with games room over.

I refer to your consultation dated 03/11/09 in respect of the above.

The proposed development site is located on Erlas Lane which is a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in both directions measured to the centerline 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.

Access to the property is currently via a shared access fronting the property. This access is 4.7m wide, surfaced with hard bound materials for 5m behind the adjoining carriageway and provides visibility splays of approximately 2.4 x 50m to the north east and 2.4 x 65m to the south west measured to the centerline of the adjoining highway.

Parking and turning provision for the existing property is considered adequate.

However, it would appear that the proposed development will not only displace the current parking and turning provision, but will require vehicles to use an alternative access on the eastern side of the site which has significantly reduced levels of visibility compared with the current access. Although this access maybe an existing access, I understand that it is only used to access the lawned garden / paddock area.

This access is surfaced in loose bound materials and suffers from inadequate visibility in both directions. This access provides visibility splays of approximately 2.4 x 45m in the northerly direction and 2.4 x 20m in the south westerly direction measured to the centerline of the adjoining highway. Visibility is impeded in both directions by the existing boundary fence and trees. I assume this access is rarely used and I would not wish to support the use of this access as the main access to the property in the interests of highway safety.