

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0916	Your Ref:	SEH/P/2009/0916
Date:	12 th November 2009		

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

Location: O. S Grid Ref: 406 494 Rustic Lodge, Bowling Bank, Wrexham.
Development: Erection of detached garage.

I refer to your consultation dated 10/11/2009 in respect of the above.

The proposed development site is located on a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the south and around 30mph for vehicles approaching from the north.

TAN 18 would normally require such an access to provide visibility splays of 2.4 x 70m in both directions measured to the centerline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Although visibility from the existing access is adequate in the northerly direction, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 40m measured to the centerline of the adjoining highway. Visibility is impeded by the existing boundary fence fronting the development site. However, this is an existing access and provided that current levels of visibility are maintained, I would have no objections to the proposed development.

Parking and turning provision within the curtilage of the development site appears adequate.

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

CONDITIONS

1. Parking at the proposed development site shall comply with the requirements of LPGN 16.
2. A suitable turning facility shall be provided / maintained within the curtilage of the site.
3. The proposed access shall be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining carriageway.
4. No gates shall be erected within 5m of the adjoining carriageway.

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 highway safety.
3. To ensure that no deleterious material is carried onto the highway.
4. To ensure the formation of a safe and satisfactory access.

Supplementary Notes

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



 Operational Manager Traffic & Transportation