

7. To ensure that adequate parking and turning facilities are provided and maintained within the curtilage of the development site in the interests of the free flow of traffic and highway safety.

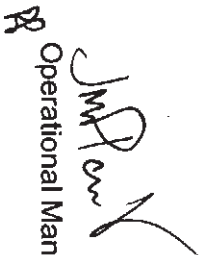
Supplementary Notes

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

Note to applicant

The proposed footway should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works. The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out


Operational Manager Traffic & Transportation

I understand that the dropping off / picking up of children will be staggered to reduce any conflict of vehicle movements and reduce parking demand at peak times. It is also proposed to stagger staff shifts during the day to take into account the times when children will be dropped off and collected from the nursery.

Turning provision at the development site appears adequate.

I would therefore recommend that any permission include the following conditions:-

CONDITIONS

1. The proposed access shall 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. These splays shall be provided prior to the first use of the proposed development.
2. The proposed access shall provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.
3. The existing / proposed access shall be widened to a minimum width of 4.8m.
4. The proposed access shall be surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary.
5. No gates shall be erected within 5m of the highway boundary.
6. The existing footway fronting the development site shall be widened to 2.0m (see note).
7. Vehicle parking and turning facilities shall be provided within the curtilage of the development site in accordance with details to be submitted for the further approval of the Local Planning Authority. The proposed parking / dropping off / turning areas shall be surfaced using hard bound materials (bituminous macadam) with sufficient spaces being marked out in accordance with LPGN 16. Such facilities shall be made available prior to implementation of the use(s) hereby permitted and shall thereafter be retained.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. In the interest of pedestrian safety.
3. To ensure the formation of a safe and satisfactory access and in the interests of the free flow of traffic and highway safety.
4. To ensure that no deleterious material is carried onto the highway.
5. To ensure the formation of a safe and satisfactory access and in the interests of the free flow of traffic and highway safety.
6. In the interest of pedestrian safety.

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0887	Your Ref:	SEH/P/2009/0887
Date:	3 rd November 2009		

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

Location: **O. S Grid Ref: 377 470 Oak Lodge, Holt Road, Cross Lanes, Wrexham.**

Development: **Change of use from residential to childrens day nursery.**

I refer to your consultation dated 28/10/2009 in respect of the above.

The proposed development site is located on the B5130 Holt Road which is a classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph given the geometry of the road.

Any proposed / existing 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.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 10m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow / trees fronting the development site. I would therefore recommend the applicant submits a suitably scaled plan indicating how the required visibility splays will be provided over land under the applicant's control.

I would recommend that any proposed access provides pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

The existing access serving the development site is only 3.0m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. The access is gated at approximately 3.9m behind the edge of carriageway. I would recommend that the existing access is widened to at least 4.8m and is surfaced with hard bound materials for at least 5m behind the highway boundary. No gates shall be erected within 5m of the highway boundary.

The development site is fronted by a 1.1 – 1.4m wide footway. I would recommend that this footway is widened to 2.0m in the interest of pedestrian safety (see note).

The proposed level of parking provision (18 no. spaces) is considered adequate for such a development. However, I would recommend that the proposed parking / dropping off / turning areas are surfaced in hard bound materials (bituminous macadam) with the proposed parking spaces being marked out to the satisfaction of the Planning Authority prior to first occupation.