

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2009/0987 **Your Ref:** MP/P/2009/0987
Date: 7th December 2009

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

Location: O. S Grid Ref: 370 513 Barn Cottage, Bryn Estyn Road, Wrexham.
Development: Erection of double garage and new vehicular access (renewal of unexpired planning permission ref: P/2004/1587 Dated 24/01/2005).

I refer to your consultation dated 03/12/2009 in respect of the above.

The proposed development site is located on Bryn Estyn Road 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.

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.

Visibility from this existing access appears adequate in both directions.

The current access / driveway appears to provide adequate parking space for up to 2 no. vehicles. However, there is currently no turning provision available on site. Although the proposed arrangement indicates the provision of a turning head, this would appear to be of insufficient size to provide feasible turning given the location of the proposed double garage. I would suggest that the double garage is set further back to allow sufficient turning space. However, this is an existing access and the proposed arrangement is no worse than is currently provided.

The existing driveway is surfaced with loose bound material (gravel) and is gated at approximately 4m behind the adjoining carriageway. I would recommend that the proposed access / driveway is surfaced using hard bound materials (ie/ bitumen macadam) for at least 5m behind the adjoining carriageway with any gates being setback at least 5m behind the adjoining carriageway.

I would therefore 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. The proposed access shall be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining carriageway.
3. 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 no deleterious material is carried onto the highway.
3. To ensure the formation of a safe and satisfactory access.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



Operational Manager Traffic & Transportation