

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0779	Your Ref:	MP/P/2009/0779
Date:	15 th October 2009		

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

Location: O. S Grid Ref: 392 490 Lower Oak Farm, Oak Road, Bowling Bank, Wrexham.
Development: Reconstruction of barn and use of dwelling in accordance with plans approved under planning permission code no. P/2003/0582 as amended by P/2007/0915.

I refer to your consultation dated 07/10/09 in respect of the above.

The proposed development site is located on Oak Road which is a classified road subject to a 40mph speed limit along this section.

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 serving the development site is adequate in the south easterly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 23m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow fronting the development site.

The existing access is approximately 9.4m wide and is surfaced with hard bound materials for approximately 6.8m behind the adjoining carriageway.

As the proposed access will be utilised as a shared access for both the proposed dwelling and for access to the adjoining field by agricultural vehicles, I would normally recommend any proposed access to be at least 4.1m wide and surfaced with hard bound materials for at least 10m behind the adjoining carriageway.

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

I would normally recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the proposed access and increased use would increase the likelihood of danger to road users.

However, if the applicant is able to provide a suitably scaled plan demonstrating that the required visibility splay can be provided in the north westerly direction over land under their control then I would have no objections to the proposed development on highway grounds and would recommend that any permission be subject to the following conditions:-

CONDITIONS

1. The access serving the development site shall provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.
2. The access shall be minimum width of 4.1m for the first 10m behind the highway boundary.
3. The access shall be surfaced using hard bound materials for the first 10m behind the adjoining carriageway.
4. No gates shall be erected within 10m of the highway boundary. Any gates shall open into the development site.
5. Parking provision at the proposed development site shall be in accordance with LPGN 16.
6. A suitable turning facility shall be provided within the curtilage of the development site.

REASONS

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

Supplementary Notes

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

JMRant

Operational Manager Traffic & Transportation