

J38AC HEIGHT OF BOUNDARY ENCLOSURE

026R Within one month of the commencement of work on site, the height of the highway boundary means of enclosure along the full frontage of the site shall be lowered to and thereafter retained at a height of 1 metre above the level of the nearside edge of the adjoining carriageway.

J33C ACCESS HARD SURFACED

043R The access shall be hard surfaced for a distance of 5m behind the highway boundary before the development is brought into use.

E06C NO GATES WITHIN 5 METRES

026R Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, no gate or other barrier shall be erected across the access within 5 metres of the boundary of the highway.

J44C VEHICLE PARKING AND TURNING AREAS

026R The vehicle parking and turning areas indicated on the approved plans shall be laid out, surfaced and drained prior to the first use of the building hereby granted and shall thereafter be retained for those purposes, free of all obstruction.

NONSTDC B&B TO CEASE

NONSTDR The use of the existing dwelling Glenwood as a Bed & Breakfast shall cease prior to any occupation of the new dwelling

For Operational Manager Traffic & Transportation

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer

Our Ref: TH/DC/PP/P/2009/0900

Your Ref: P/2009/0900

Date: 13 November 2009

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

Location: O. S Grid Ref: 2890 3770 Glenwood, Station Avenue, Chirk
Development: Erection of attached dwelling

I refer to your consultation dated 4 November 2009 concerning the above.

The development site has an existing access off a classified highway subject to a 30 mph speed limit for which Welsh Assembly Guidelines TAN 18 recommends the provision of visibility splays measuring 2.4 x 56m. Although visibility at the existing access appears adequate, most of the available visibility is actually over land outside the applicants' control. Visibility at the existing access is therefore well below the recommended standard. However given that the site operates as a B&B currently I consider that traffic generation as a result of the proposal may only be slightly be more onerous and cannot justify a recommendation for refusal on grounds of visibility.

The existing dwelling Glenwood operates as a Bed & Breakfast. It is intended that the B&B will cease operation if the development is granted permission. The existing driveway has space for approximately 3 vehicles plus an additional space in the existing garage. The setback of the garage gives adequate space on the driveway to permit the turning of vehicles within the curtilage of the site.

The proposed dwelling reduces the turning space within the site. However at a recent site meeting with the agent I observed a trial demonstrating that it was indeed possible to enter and exit the site in a forward direction without undue manoeuvrability problems on the driveway.

The proposed parking provision is below the recommended maximum standards of LPGN 16. However given the proximity of the site to the facilities and bus service in the village centre to the east and the railway station to the west, I consider the provision of three parking spaces for the two dwellings to be adequate.

I recommend any permission include the following conditions:

CONDITIONS