

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2009/0869 **Your Ref:** KH/P/2009/0869
Date: 18th November 2009

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 436 442 Cae Li Cae Farm, Sarn, Malpas.

Development: Conversion of adjacent store to provide independent kitchen and dining / day room facilities for the existing "granny annex" (to remain incidental to main residence).

I refer to your consultation dated 12/11/09 in respect of the above.

The proposed development site is served off a narrow, classified road subject to a 60mph speed limit although I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 20m in both directions measured to the centre line of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

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.

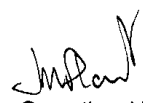
The existing access is only 3.5m wide and would not normally be considered adequate for use as a shared access. There would appear to be adequate parking and turning provision within the curtilage of the development site.

I would not normally support any proposed development that is likely to result in an increase in vehicle movements through an existing sub-standard access. However, as the proposed development relates to the existing annexe which I assume will remain tied to the existing dwelling, it is assumed that no additional vehicle movements will be generated.

I therefore do not intend to make any recommendations on highway grounds.

Supplementary Notes

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


AP Operational Manager Traffic & Transportation