

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0148	Your Ref:	PF/P/2010/0148
Date:	10 TH March 2010		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 347 539 The Croft House, Old Wrexham Road, Gresford, Wrexham.
Development: Demolition of existing house and garage and erection of new replacement dwelling and garage (substitution of house type previously granted under code no. P/2009/0033).

I refer to your consultation dated 05/03/2010 in respect of the above.

The proposed development site is located on Old Wrexham Road which is as classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph due to the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing access is adequate in the northerly direction but inadequate in the southerly direction being approximately 2.4 x 10m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow fronting the development site.

However, the proposed development is simply for a replacement dwelling utilising the existing access. It is therefore assumed that no additional traffic movements will be generated by this development utilising this substandard access.

Parking and turning provision at the proposed development site appears adequate.

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

CONDITIONS

1. Parking provision at the proposed development site shall be in accordance with LPGN 16.
2. Suitable turning facilities shall be provided within the curtilage of the site.

REASONS

1. To provide for the parking of vehicles clear of the highway.
2. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety.

Supplementary Notes

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



Operational Manager Traffic & Transportation