

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/1008	Your Ref:	LB1/P/2009/1008
Date:	8 th January 2010		

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

Location: O. S Grid Ref: 389 340 Orchard Cottage, Lightwood Green, Overton, Wrexham.
Development: Retention of static caravan for staff accommodation at private horse breeding stud (in retrospect).

I refer to your consultation dated 21/12/2009 in respect of the above.

The proposed development site is located on a narrow, rural unclassified lane subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the south and 25mph for vehicles approaching from the north given the geometry of the road.

Any proposed / existing accesses would normally be required to provide visibility splays of 2.4 x 70m to the south and 2.4 x 45m to the north measured to the centerline of the adjoining highway in accordance with TAN 18. Visibility could be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

The unclassified lane is approximately 2.8m wide along this section and cannot easily accommodate the simultaneous passage of 2 no. vehicles. However, traffic movements along this lane are minimal and any conflict of vehicle movements along this lane are likely to be infrequent.

The site is served by 2 no. existing access points:-

The first access point (to the north) is approximately 3.5m wide with gates setback approximately 5.6m behind the adjoining carriageway and is surfaced with loose bound materials. Visibility from this access is adequate in the northerly direction providing a splay of approximately 2.4 x 50m measured to the centerline of the adjoining highway. Visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 33m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow fronting the site.

The second access point (to the south) is approximately 3.7m wide with gates setback approximately 1.9m behind the adjoining carriageway and is surfaced with loose bound materials. Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 11m to the north and 2.4 x 7m to the south measured to the centerline of the adjoining highway. Visibility is impeded from this access by the existing hedgerow fronting the site.

I assume vehicles entering the site including horseboxes use these existing access points as an "in" and an "out".

I would not normally support any proposed development that is likely to result in an increase in vehicle movements utilising either of these substandard access points.

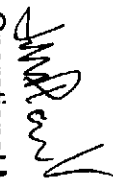
I would normally recommend that the existing accesses are improved to provide visibility splays in accordance with TAN 18, are surfaced with hard bound materials for at least 15m behind the adjoining highway with any gates being setback at least 15m behind the adjoining highway.

However, I understand that the proposed static caravan is used as accommodation for a single employee / stud hand to assist in the breeding of the horses stabled on site. I understand that the current employee has no driving license and therefore does not generate any additional vehicle movements at the site. Assuming this is the case, I would have no objections to the proposed development on highway grounds.

However, if the proposed accommodation was to result in an increase in vehicle movements to / from the development site, I would recommend that appropriate improvements to the existing access arrangements are implemented prior to occupation of the caravan.

Supplementary Notes

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


Operational Manager Traffic & Transportation