

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/1011	Your Ref:	SJG/P/2009/1011
Date:	8 th January 2010		

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

Location: O. S Grid Ref: 382 573 Trevalyn Farm, Darland Lane, Rossett, Wrexham.
Development: Erection of timber stable / log and grass machinery store in retrospect.

I refer to your consultation dated 16/12/2009 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 along this section given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m 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.

Visibility from the existing / proposed gated access is adequate providing visibility splays in excess of 2.4 x 70m in both directions measured to the centerline of the adjoining highway.

The proposed access is approximately 3.6m wide and is gated approximately 3.8m behind the adjoining carriageway. The access is surfaced with loose bound materials. There would appear to be an existing passing place just inside the access to accommodate the simultaneous passage of 2 no. vehicles.

Given the nature of the vehicles likely to utilise this access, I would normally recommend that such an access is surfaced with hard bound materials (ie/ bituminous macadam) for at least 15m behind the adjoining carriageway with any gates also being setback at least 15m.

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

I therefore have no objections to the proposed development and would recommend that any permission include the following conditions:-

CONDITIONS

1. Parking at the proposed development site shall comply with the requirements of LPGN 16.

2. A suitable turning facility shall be provided / maintained within the curtilage of the site.
3. The proposed access shall be surfaced with hard bound materials for a minimum distance of 15m behind the adjoining carriageway.
4. No gates shall be erected within 15m of the adjoining carriageway.
5. The proposed stables / machinery store shall not be used for commercial purposes and shall be restricted to personal use.

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.
3. To ensure that no deleterious material is carried onto the highway.
4. To ensure the formation of a safe and satisfactory access.
5. 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.


JP Operational Manager Traffic & Transportation