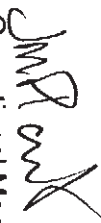


However, I would not normally support any proposed development that is likely to result in an increase in traffic movements through this existing substandard access. The proposed development is likely to result in an increase in the use of this access.

I would therefore recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the proposed / existing access and increased use would increase the likelihood of danger to road users.

However, if the applicant was willing to carry out the necessary improvements to the access including provision of adequate visibility splays, then further consideration could be given to this application.


pp Operational Manager Traffic & Transportation

MEMORANDUM



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

Our Ref: TH/DC/PP/2010/0070 **Your Ref:** MP/P/2010/0070

Date: 3rd February 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 364 554 Gorselyn Farm, Cox Lane, Marford, Wrexham.

Development: Relaxation of condition no. 2 imposed under planning permission P/2001/0922 to allow private tuition of students on a flexible basis and also to line manage out to private individuals.

I refer to your consultation dated 29/01/2010 in respect of the above.

The proposed development site is located on Cox Lane which is a rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph along this section of road given 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 centreline of the adjoining highway in accordance with TAN 18. Visibility can be relaxed to the centreline of the road in this instance given the restricted carriageway width along this section.

The proposed / existing access suffers from inadequate visibility providing splays of approximately 2.4 x 21m in both directions measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow / fencing / trees either side of the access.

Any proposed access would normally require adequate forward visibility for vehicles approaching from the east providing a stopping sight distance of 70m. The proposed / existing access only appears to provide approximately 60m forward visibility.

I assume such a development could attract visitors with their own horses and could therefore arrive in a vehicle plus a horsebox. I would normally therefore recommend that any proposed access is at least 4.8m wide for at least 10m behind the adjoining highway and is surfaced with hard bound materials for at least 10m behind the adjoining. No gates should be erected within 10m of the adjoining highway.

The existing / proposed access is approximately 7.2m wide and is gated approximately 3.2m behind the adjoining carriageway. However, it reduces significantly in width behind the existing gates. The access is only partially surfaced with hard bound materials. However, improvements could be made to the existing access to accommodate the anticipated vehicle types likely to attend the site.