

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0617 **Your Ref:** SEH/P/2022/0617
Date: 18th July 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 333 495 2 Belgrave Road, Wrexham.

Development: Erection of 2 dwellings.

I refer to your email / consultation dated 12/07/2022 in respect of the above.

Access

The proposed dwellings will be accessed off Belgrave Road which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20 - 25mph given the proximity to the junction with Percy Road for vehicles travelling in the easterly direction and up to 30mph for vehicles travelling in the westerly direction.

It is proposed to construct a new access to serve plot 1 and utilize the existing westerly access currently serving the property at no. 2 Belgrave Road to serve plot 2.

Access Serving Plot 1

I would recommend that the proposed access provides splays of 2.0 x 25m to the west and 2.0 x 43m to the east measured to the nearside edge based on typical speeds of 20mph and 30mph respectively. This has been indicated on the submitted layout plan. The provision of these splays will require modifications to the existing hedgerow fronting the site.

I would also recommend that any proposed access provides adequate pedestrian visibility given its proximity to the school. A pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

I would recommend that any proposed access is a minimum width of 3.2m and paved with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off.

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to lower the kerblin and cross the footpath at the new access position.

Access Serving Plot 2

I would normally recommend that the proposed / existing access provides splays of 2.0 x 33m to the west and 2.0 x 43m to the east measured to the nearside edge based on typical speeds of 25mph and 30mph respectively. This has not been indicated on the submitted layout plan. The provision of these splays would require modifications to the existing stone pillars and hedgerow fronting the site.

Current visibility from this access is approximately 2.0 x 12m in both directions measured to the nearside edge. Visibility is currently impeded by the existing stone pillars and hedgerow fronting the site. However, this is an existing access currently serving no. 2 Belgrave Road. I would suggest that the applicant considers carrying out improvements to this access to maximize visibility.

I would recommend that any proposed access is a minimum width of 3.2m (current width 3.3m) and paved with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary.

Parking and Turning Provision

Parking provision at no. 2 Belgrave Road and the proposed dwellings is considered adequate. Turning provision is also being provided for the proposed dwellings.

Existing on-street parking

When previously visiting the site during the morning peak hour (14/01/22) I observed a significant number of vehicle movements passing through the Sontley Road / Belgrave Road junction passing the development site. There was also a number of parked vehicles and coach parked along this end of Belgrave Road which I assume are predominantly associated with drop offs for the nearby school. It is therefore considered important for such a development to provide adequate parking.

Whilst passing along Sontley Road and Belgrave Road just after 3pm on mon 17-01-22, I observed the following:-

A significant number of vehicles (assumed to be picking up their children from the nearby Catholic School on Sontley Road) were parked along Sontley Road from around the junction with Belgrave Road and up to the junction with Percy Road by the Squire Yorke. It was fairly chaotic and passing along here was a slow process.

A similar situation was also occurring whilst coming back down Belgrave Road towards the junction with Sontley Road with many cars parked for a significant distance along both sides of Belgrave Road (some on the footway). The presence of parked vehicles in this location probably only occurs at school drop off and collection times but it will no doubt impact on any potential access serving the development site in respect of accessing the site and maintaining adequate visibility.

I have contacted our Traffic Section (Jamie Edge) to discuss this issue. He advised that the Local Member had previously raised this issue and Traffic did attempt to deal with this issue through the normal TRO / Consultation process so parking restrictions could be imposed along Sontley Rd. However, I understand that these proposals were withdrawn after a significant number of parents and residents along Belgrave Road objected ie/ parents not having anywhere else to park, visitors to residents of Belgrave Rd not being able to park outside properties.

I would recommend that both properties make provision for a h-bar to remind parents not to impede any new access points.

Construction and Traffic Management Plan (including provision for contractor parking)

I would recommend the submission of a **Construction Traffic Management Plan** if the application is supported.

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

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. -----.

NONSTD VISIBILITY SPLAYS (NEAR SIDE) – PLOT 1

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres to the west and 2.4 metres x 43 metres to the east measured to the near side edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD PEDESTRIAN VISIBILITY SPLAY (FOOTWAY SAFETY) – PLOT 1

038R Prior to first use of the development hereby approved, a pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD PAVEMENT CROSSING – PLOT 1

026R Prior to first use of the development a pavement crossing to the site shall be constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.

NONSTD ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular accesses hereby approved, the accesses shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

NONSTD NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access points within 5 metres of the highway boundary.

NONSTD NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved accesses to intercept any such run off prior to first use of the development.

ZJ45
026R

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes

Note to Applicant:

- **FOOTWAY CROSSING LICENCE**
A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to lower the kerbline and cross the footpath at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

- **H-Bar Markings**
Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

A handwritten signature in black ink, appearing to be 'R. Owen' or similar, written in a cursive style.

Chief Officer, Environment & Technical