

MEMORANDUM



From: Infrastructure Manager

To: Head of Community Well-being
and Development

Our Ref: TH/DC/PP/2011/0785

Your Ref: MP/P/2011/0785

Date: 10th November 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 380 473 Mayfield House, Holt Road, Cross Lanes, Wrexham.

Development: Conversion of redundant outbuilding and extension to form habitable accommodation.

I refer to your consultation dated 31/10/2011 in respect of the above.

The proposed development site fronts the B5130 Holt Road which is a classified road subject to a 60mph speed limit.

There would appear to be 2 no. existing gated accesses serving the development site off Holt Road with the main access being served off Talwrn Lane which is also a classified road. The 2 no. existing accesses both suffer from poor visibility. However, it is proposed to permanently close up these 2 no. existing accesses and form a dual, shared access off Talwrn Road.

I would estimate typical vehicle speeds along Talwrn Road at being around 25mph given the geometry of the road and the proximity to the junction with Holt Road. Any proposed shared access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing / proposed access off Talwrn Road appears adequate providing splays in excess of 2.4 x 33m in both directions measured to the centreline of the adjoining highway.

The proposed access appears adequate to serve as a shared access. I would recommend that any proposed gates are setback a minimum distance of 5m behind the adjoining highway. I would recommend that the proposed shared access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

Parking provision at the proposed development site for both the existing and proposed dwellings appears adequate. There would appear to be adequate space to accommodate turning within the site. However, the parking / turning area proposed for the barn conversion only appears to be approximately 8.5m deep. This area needs to be increased to a minimum of 10.8m (ie/ car length 4.8m plus 6m clearance behind).

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. 11/19 05 - Dated May 2011.

ZJ16 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ07 ACCESS SURFACE (5 metres)

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

ZJ09 NO GATES

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

ZJ46 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 access to intercept any such run off prior to first use of the development.

Supplementary Notes

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



Infrastructure Manager