

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2011/0369	Your Ref:	PF/P/2011/0369
Date:	7 th June 2011		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 330 495 8 Fairy Road, Wrexham.

Development: Alterations and improvements to existing vehicular access.

I refer to your consultation dated 01/06/2011 in respect of the above.

The proposed development site is located on Fairy Road which is a classified road subject to a 30mph speed limit.

Assuming speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Visibility from the existing access appears adequate at present but I understand that replacement pillars are to be re-built either side of the access leaving an access width of 3.65m. Visibility from the proposed access with these pillars in place is likely to be adequate in the easterly direction but would be impeded in the westerly direction providing a splay of approximately 2.4 x 17m measured to the nearside edge of the adjoining highway.

However, as the access is fronted by a 1.9m wide footway and only serves a single dwelling, a reduced setback distance of 2.0m would be considered acceptable in this instance. It would appear that adequate visibility from the proposed access could be achieved in both directions from this reduced setback distance.

Manual for Streets allows the use of a minimum 2.0m setback distance in some slow speed situations. Using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance and to manoeuvre around it without undue difficulty should be considered. However, given the width of the existing footway and adequate forward visibility for vehicles approaching this access, a 2.0m setback is considered acceptable.

I would recommend that no gates are erected within 5m of the highway boundary (ie/ back of footway).

I would recommend that the proposed access is surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 5m behind the highway boundary.

Parking and turning provision at the proposed development site appears adequate

I would therefore recommend any permission include the following conditions:-

CONDITIONS

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.0 metres x 43 metres in both directions measured to the nearside 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 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.

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing No. 20/511 shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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



Infrastructure and Planning Manager