

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2011/0419	Your Ref:	SEH/P/2011/0419
Date:	2 nd September 2011		

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

Location: O. S Grid Ref: 342 500 Land adjacent to no. 81 Benjamin Road, Smithfield, Wrexham.

Development: Erection of 2 one bedroomed apartments.

I refer to your consultation dated 30/08/2011 in respect of the above.

The proposed development site is located on Benjamin Road which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Any proposed access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0 in height in accordance with Manual for Streets. The required splays would involve the lowering / removal / setting back of the existing boundary wall fronting both the proposed development site and the existing wall fronting no. 81 Benjamin Road. The full extent of the proposed visibility splay in the northerly direction has not been demonstrated on the submitted layout plan from the proposed central access.

Any proposed access shall provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. These splays have not been demonstrated from the proposed access on the submitted layout plan.

The existing property (no. 81) does not have an existing vehicular access and currently provides no off-street parking provision. The formation of an additional access (at the northern corner of the site) in this location would not be supported on highway grounds. Such an access would be unable to provide the required lateral and pedestrian visibility splays. The construction of 2 no. access points on this bend would not be supported on highway grounds.

I would recommend that any proposed access intended to serve the development site takes the form of a shared access being at least 4.5m wide taking the form of a dropped kerb vehicular footway crossing in the interests of pedestrian safety (see note).

Any proposed access shall be surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary. No gates shall be erected within 5m of the highway boundary.

- ZJ13** **DROPPED KERB VEHICULAR CROSSING**
026R The vehicular access hereby approved shall take the form of a dropped kerb vehicular
E05NA crossing.
- ZJ22** **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R The vehicular parking and turning areas as shown on the approved drawing 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, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant

The applicant will need to construct a dropped kerb crossing outside the property for the proposed shared access including strengthening of the footway at the point of access and will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980.



Infrastructure and Planning Manager