

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0253

Your Ref: SJG/P/2011/0253

Date: 19TH April 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 372 576 40 Waverley Crescent, Rossett, Wrexham.

Development: Erection of detached two bedroom bungalow.

I refer to your consultation dated 08/04/2011 in respect of the above.

The proposed development site is located on Waverley Crescent which is a unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph along this section given the geometry of the road.

Assuming speeds of 25mph, Manual for Streets would normally require any proposed access along this section to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Visibility from the existing / proposed access is adequate in both directions providing splays in excess of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway.

Any proposed access would also need to provide adequate forward visibility for vehicles approaching the development site from the south providing a stopping sight distance of 33m. Forward visibility from the existing / proposed access is considered adequate.

Running alongside the development site is a narrow, unadopted road which serves a number of garages (15 no.) which I assume are in use by the local residents. This access road is only 3.0m wide and cannot support the simultaneous passage of 2 no. vehicles. I would normally recommend that an access road of this nature requires a minimum width of 4.8m. I would also normally recommend that the existing 1.8m wide footway is replaced with a 2.0m wide footway (see note). I understand that school children utilise this access road from Darland School.

The existing access serving no.40 Waverley Crescent is approximately 2.6m wide and is located on the corner of the site directly next to the unadopted access road. It is proposed to widen this access to 6.0m to serve as a shared access. I would therefore not wish to support any increased use of this existing access given its location to the adjoining private access road. The location of 2 no. shared accesses directly next to each other is likely to result in an increased source of danger to road users and pedestrians.

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

The traffic generated by the proposed development would result in an increase in the use of the existing sub-standard access with consequent danger to road users and pedestrians.

However, in order to support the proposed development, I would recommend that the applicant offers to widen the existing unadopted access road to 4.8m and constructs a 2.0m wide footway along its northern edge. I would recommend that a minimum 4.5m wide shared access is constructed off this unadopted access road to serve both the new dwellings and the existing dwelling. This access shall take the form of a dropped kerb vehicular access. I would recommend that the access serving the existing property (no. 40) is permanently closed up once the new access is constructed. The existing dropped kerb access shall be reinstated to full height footway construction upon completion of the new shared access.

Adequate lateral and pedestrian visibility should be provided from any proposed shared access.

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

Parking provision at the proposed development site shall comply with the requirements of LPGN 16. Assuming all properties to be 2 bedroomed, 2 spaces per dwelling would be considered adequate.

I would recommend that a communal turning facility is provided within the curtilage of the development site.

Supplementary Notes

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

Note to applicant:

- *The proposed footway should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.

- *I understand that the unadopted access road running alongside the development site is Housing Land and I would recommend that you liaise with the WCBC Asset & Development Manager Housing & Public Protection – Mr. Alan Jenkins (Tel: 01978 315359) to discuss your proposals and obtain his consent to carry out these works. Could you please confirm consent once you have it.*

A handwritten signature in black ink, appearing to be 'J. P. M.' or similar, written in a cursive style.

Infrastructure and Planning Manager