

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0712 **Your Ref:** SEH/P/2010/0712
Date: 24th August 2010

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 24/08/2010 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.

As the existing property (no. 81 Benjamin Road) is a 5 bedroomed property and has no off street parking provision, I would recommend that at least 2 no. parking spaces are provided for the existing property within the curtilage of the development site. The provision of 1 no parking space for each one bedroomed apartment is considered adequate given the sustainable location of the site.

I would normally therefore recommend the application be **REFUSED** for the following reasons:-

1. **The construction of 2 no. separate access points in this location would be considered incompatible with through traffic interests and a potential source of danger to road users and pedestrians.**
2. **The provision of adequate pedestrian visibility splays at the proposed access points have not been demonstrated on the submitted layout plan.**

However, providing the applicant satisfactorily addresses the above issues, I would have no objections to the proposed development on highway grounds and would recommend any permission include the following conditions:-

CONDITIONS

1. Any proposed access serving the development site shall take the form of a shared access providing 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 1.0m in height.
2. Any proposed shared 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.
3. The proposed access shall be a minimum width of 4.5m for a minimum distance of 5m behind the adjoining highway.
4. Any proposed access shall be surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary.
5. No gates shall be erected within 5m of the highway boundary.
6. The proposed access serving the development site shall take the form of a dropped kerb vehicular footway crossing (see note).
7. Parking provision at the proposed development site shall be in accordance with LPGN 16 for both the existing dwelling (no. 81 Benjamin Road) and the proposed dwelling.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.

2. In the interests of pedestrian safety.
3. To ensure the formation of a safe and satisfactory access.
4. To ensure that no deleterious material is carried onto the highway.
5. To ensure the formation of a safe and satisfactory access.
6. In the interests of pedestrian safety and to ensure the formation of a safe and satisfactory access.
7. To provide for the parking of vehicles clear of the highway.

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 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.



Operational Manager Traffic & Transportation