

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0374 **Your Ref:** KH/P/2010/0374
Date: 12TH May 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 277 421 Land off Queens Street, Cefn Mawr, Wrexham.

Development: Erection of 5 dwellings and formation of vehicular access.

I refer to your consultation dated 06/05/2010 in respect of the above.

The proposed development site is located on Queens Street which is a classified road subject to a 30mph speed limit. However, a recent speed survey along this section determined 85th percentile speeds of 24mph in both directions.

Any proposed / existing access would normally require visibility splays of 2.4 x 32m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Given the geometry of the road fronting the development site, any proposed access would also require adequate forward visibility for vehicles approaching from the north west providing a stopping sight distance of 32m.

The required lateral and forward visibility splays have been demonstrated from the proposed access on the submitted layout plan (Drg. No. 4549-SK1 Dated Jan 2010).

The proposed 4.5m wide access appears adequate and shall take the form of a vehicular footway crossing in the interest of pedestrian safety.

Parking provision at the proposed development site appears adequate providing 3 no. spaces per dwelling.

However, the proposed layout does not include the provision of a suitable turning head.

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

The proposed development does not make adequate provision for the turning of vehicles clear of the public highway.

However, if the applicant were to satisfactorily address the above issue and incorporate an appropriate turning head to serve the development site, then I would recommend that any permission be subject to the following conditions:-

CONDITIONS

1. The proposed access serving the development site shall provide visibility splays of 2.4 x 32m 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 in accordance with Manual for Streets
2. The proposed access serving the development site shall provide forward visibility for vehicles approaching from the north west providing a stopping sight distance of 32m in accordance with Manual for Streets
3. The proposed access road serving the development site shall be a minimum width of 4.5m and shall take the form of a vehicular footway crossing.
4. The access shall be surfaced using hard bound materials for the first 5m behind the highway boundary.
5. No gates shall be erected within 5m of the highway boundary.
6. The proposed access shall have maximum gradient of 1:24 for the first 5m behind the proposed footway.
7. Parking provision at the proposed development site shall be in accordance with LPGN 16.
8. A suitable turning facility shall be provided within the curtilage of the development site.
9. The existing access serving the development site shall be permanently closed up and reinstated to full height footway construction (see note).
10. A 2.0m wide footway shall be constructed along the entire site frontage (see note).

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure that adequate forward visibility is provided at the proposed point of access to the highway.
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 and in the interest of safety and free flow of traffic on the adjoining highway.
6. To ensure the formation of a safe and satisfactory access.

7. To provide for the parking of vehicles clear of the highway.
8. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.
9. In the interests of highway safety.
10. In the interests of pedestrian safety.

Supplementary Notes

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

Notes:

- The proposed modifications to the existing footway fronting the development site shall 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

- Details of any proposed modifications to existing street lighting or provision of additional street lighting shall be submitted to our Street Lighting Section. Please ask the applicant to liaise with Paul Fairclough (Infrastructure Manager) on Tel: 01978 729730.
- Any proposed retaining structures within the development site or any modifications to the land supporting the existing highway along Queens Street are likely to require approval from our Operational Manager Engineering Consultancy - Ms. Sharon Stevens. I would recommend that the applicant contacts Ms. Stevens (Tel: 01978 297109) to discuss the details of any proposed retaining structures.
- Please ask the applicant to submit a revised layout plan demonstrating the provision of a suitable turning head within the curtilage of the development site.


Sharon Stevens

Operational Manager Traffic & Transportation