

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0446 **Your Ref:** SEH/P/2010/0446
Date: 28th May 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 26/05/2010 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 full extent of the required splays have not been adequately demonstrated on the submitted layout plan. The required splays would also 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 proposed visibility splay in the northerly direction has not been measured to the nearside edge of the adjoining highway and is considered unacceptable.

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.

I would recommend that any proposed access is at least 4.5m wide and takes the form of a dropped kerb vehicular footway crossing in the interests of pedestrian safety (see note). The proposed access width has not been clearly demonstrated on the submitted layout plan.

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 proposed parking layout at the development site is considered unacceptable. Given the restricted nature of the site it is unlikely that vehicles will be able to manoeuvre within the curtilage of the site. This is likely to encourage occupants of the proposed dwellings including existing property to park on the highway.

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

1. **The full extent of the required visibility splay in the northerly direction from the proposed access has not been demonstrated on the submitted layout plan.**
2. **The dimensions of the site appear to be insufficient to accommodate feasible turning / parking within the curtilage of the site.**

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 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 1.0m in height.
2. 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.
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