

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0244 **Your Ref:** MP/P/2010/0244
Date: 15th April 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 346 497 Land at Whitegate Road, Caia Park, Wrexham.
Development: Outline application for residential development.

I refer to your consultation dated 01/04/2010 in respect of the above.

The proposed development site is located off Whitegate Road on the access road serving the Whitegate Industrial Complex. The section of road fronting the development site is currently unadopted.

I would estimate typical vehicle speeds along this section at being around 25mph given the geometry of the road.

Any proposed access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

I would recommend that any proposed access is a minimum of 4.8m wide incorporating 6m kerb radii. I would recommend that the section of carriageway fronting the development site is brought up to an adoptable standard to a point just beyond the proposed access and incorporates a suitable turning head in the area of the proposed access to adoptable standards (see note).

I would recommend the provision of a 2.0m wide footway along the entire site frontage (see note).

As the proposed development does not conform to a typical adoptable layout, I would recommend that the development site is maintained in perpetuity by a private management company.

In terms of the existing access road serving the rear of nos. 43 – 69 Queensway, I would recommend that any proposed development provides / maintains adequate visibility at the junction with the main access road fronting the development site. For typical speeds of 25mph, Manual for Streets would normally require a visibility splay of 2.4 x 33m measured to the nearside edge of the adjoining highway in the south easterly direction.

Parking at the proposed development site shall comply with the requirements of LPGN 16.

I would therefore recommend any permission include the following conditions:-

CONDITIONS

1. The proposed access serving the development site shall be a minimum of 4.8m wide incorporating 6m kerb radii.
2. The proposed access serving the development site shall 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.
3. A visibility splay of 2.4 x 33m measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in the south easterly direction shall be provided / maintained at the junction of the existing access road serving the rear of nos. 43 – 69 Queensway onto the access road fronting the development site.
4. The section of carriageway fronting the development site shall be brought up to an adoptable standard to a point just beyond the proposed access incorporating a suitable turning head in the area of the proposed access to adoptable standards (see note).
5. The footway fronting the development site shall be widened to 2.0m (see note).
6. No private surface water shall be permitted to flow from the development site onto the adjoining highway.
7. Parking provision at the proposed development site shall be in accordance with LPGN 16.
8. The proposed development site shall be maintained in perpetuity by a private management company.

REASONS

1. To ensure the formation of a safe and satisfactory access.
2. To ensure that adequate visibility is provided at the proposed point of access to the highway.
3. To ensure that adequate visibility is provided at the existing point of access to the highway.
4. In the interests of highway safety.
5. In the interests of pedestrian safety.
6. In the interests of highway safety.
7. To provide for the parking of vehicles clear of the highway.
8. In the interests of highway safety.

Supplementary Notes

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

Note to Applicant

- *Any proposed works to the access road / 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

- *Any proposed additional street lighting or modifications to existing street lighting bounding the development site will require approval from our Street Lighting Section. Please liaise with Mr. Dave Cupit on Tel: 01978 729731.*



Operational Manager Traffic & Transportation