

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0221 **Your Ref:** SEH/P/2010/0221
Date: 21st April 2010

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 348 499 Land at Gwenfro, Caia Park,, Wrexham.
Development: Outline application for residential development.

I refer to your consultation dated 31/03/2010 in respect of the above.

The proposed development site is located on Gwenfro which is an unclassified residential road subject to a 30mph speed limit. Proposed access to the properties is off the 2 no. side roads / cul de sacs opposite nos. 39 – 44 and 1 – 9 Gwenfro. I would estimate typical vehicle speeds along the main carriageway at being around 25mph given the existing traffic calming measures in place and 10 – 20mph along the 2 no. side roads.

Any proposed development at the site would need to protect / maintain visibility splays from the 2 no. side roads onto the main section of Gwenfro of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The 2 no. side roads proposed to serve the development site are only 4.0m wide with 800 – 900m footways fronting the proposed properties. I would recommend that both side roads are widened to a minimum width of 4.8m with 2.0 m footways being constructed along the site frontages of both side roads (see note).

Although the existing turning head fronting no. 10 Gwenfro is considered adequate given the presence of the existing car park, the turning head fronting no. 39 Gwenfro is considered inadequate and I would recommend it is extended to an adoptable standard (see note).

I would recommend that a 2.0m wide footway is constructed along the entire site frontage opposite nos. 144 & 145 Gwenfro (see note).

In terms of parking provision at the development site, I would recommend that the driveway to plot no. 8 is re-located given the proximity of the existing speed cushion along Gwenfro. Parking provision at the proposed development site shall comply with the requirements of LPGN 16.

I would recommend that the existing footpaths bounding / running through the development site are widened to 3m where it is proposed to erect boundary fences / walls / hedges in excess of 1metre in height and existing footpaths bounding / running through the development site are widened to a minimum of 2.0m where it is proposed to erect boundary fences / walls / hedges up to 1metre in height prior to occupation of any dwellings (see note).

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

CONDITIONS

1. Any proposed development shall protect / maintain 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 from both side roads onto the main section of Gwenfro.
2. A suitable scheme for the widening of Gwenfro (fronting nos. 39 – 44 & nos. 1 – 9) to 4.8m including provision of a 2.0m footway and extension of the existing turning head fronting no. 39 Gwenfro shall be submitted to the Planning Authority for further approval (see note).
3. A 2.0m wide footway shall be constructed along the entire site frontage opposite nos. 144 & 145 Gwenfro (see note).
4. Parking provision at the proposed development site shall be in accordance with LPGN 16.
5. The existing footpaths bounding / running through the development site shall be widened to 3m where it is proposed to erect boundary fences / walls / hedges in excess of 1metre in height and existing footpaths bounding / running through the development site shall be widened to a minimum of 2.0m where it is proposed to erect boundary fences / walls / hedges up to 1metre in height prior to occupation of any dwellings (see note).
6. No private surface water shall be permitted to flow from the development site onto the adjoining highway. Aco drains or similar shall be constructed across each proposed driveway.

REASONS

1. To ensure that adequate visibility is provided at the existing points of access.
2. In the interests of highway / pedestrian safety.
3. In the interests of pedestrian safety.
4. To provide for the parking of vehicles clear of the highway.
5. In the interests of pedestrian safety.
6. 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 roads / footways fronting / running through 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 requirement for additional street lighting or modifications to existing street lighting bounding / running through the development site will require approval from our Street Lighting Section. Please liaise with Mr. Paul Fairclough on Tel: 01978 729730.*



PF Operational Manager Traffic & Transportation