

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0537	Your Ref:	MP/P/2012/0537
Date:	1 st October 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 378 518 Long Meadow, Hugmore Lane, Llanypwll, Wrexham.

Development: Outline application for the erection of 1 detached dwelling and construction of new vehicular access.

I refer to your consultation / email received on 01/10/2012 including layout plan (drg. No. 551-SL-01 Rev B) and Technical Note from Singleton, Clamp & Partners (Ref: DR/12231) in respect of the above.

The proposed development site is located on Hugmore Lane which is a classified road subject to a 60mph speed limit.

Assuming typical speeds of 60mph, TAN 18 would normally require any proposed access to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway. However, actual vehicle speeds may well be less than 60mph in both directions which would require reduced visibility splays from the existing / proposed access points.

Visibility from the existing access serving the development site is approximately 2.4 x 115m in the southerly direction and 2.4 x 28m in the northerly direction measured to the nearside edge of the adjoining highway.

In order to determine 85th percentile speeds along this section, I would recommend that the applicant carries out a speed survey. This will determine exactly what visibility splays should be provided from the existing / proposed access points.

The submitted Technical Note only refers to a sample speed survey which was carried out on Tuesday 28/08/2012 between 2:00pm and 4:00pm. I understand that this survey recorded the vast majority of speeds passing the site to be less than 25mph. The maximum speed recorded for vehicles travelling from the south along Hugmore Lane was 37mph.

However, we would normally expect a speed survey to be carried out in accordance with TA 22/81 which would require a survey including a minimum of 200 vehicles. No raw data appears to have been provided. Could you please ask the applicant / SCP to provide the survey data and copy of their current calibration certificate for the radar gun used for further consideration.

The proposed 4.5m wide shared access point indicated on the submitted layout plan appears adequate. However, the submitted Technical Note – para 15. refers to the construction of a new access some 25m north of the existing access to serve the existing dwelling. This information conflicts with the submitted layout plan. Could you please ask the applicant / SCP to clarify this point.

In terms of parking provision, I comment as follows:-

I understand that the existing property is 3 bedroomed and the proposed property is 4 bedroomed. I would recommend that both dwellings provide 3 no. spaces each in accordance with LPGN 16 (garage spaces not included).

I would suggest that the proposed driveways for each dwelling are at least 7.2m wide in order to accommodate 3 cars alongside each other plus a separate turning facility. The proposed driveways only appear able to accommodate 2 cars each.

However, I cannot fully assess the application due to lack of information.

Please ask the applicant to provide details of the proposed speed survey including survey data.

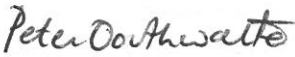
I await the requested information.

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 speed survey must be undertaken by a competent operator, carried out in line with current speed survey guidelines. using a radar / speed gun which has a current calibration certificate.


Pp. Network and Infrastructure Manager