

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:	16 th August 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 received on 25/07/2012 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.

However, the submitted layout plan (Drg. No. 551-SL-01 Dated July 2012) does not indicate what visibility splays are to be provided from either the proposed access or existing access. I would recommend that the applicant submits a revised layout plan indicating proposed visibility splays.

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.

In order to avoid having 2 no. access points in close proximity to each other, I would suggest that the applicant considers constructing a single shared access point which would need to be a minimum of 4.5m in width to accommodate the simultaneous passage of 2 no. vehicles.

Such an access would need to provide adequate visibility based on speed survey results, paved with hard bound materials for at least 5m behind the highway boundary with no gates being erected within 5m of the highway boundary. No private surface water shall be allowed to flow from the proposed access onto the adjoining highway.

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).

Adequate turning facilities shall be provided for both properties. Proposed parking / turning arrangements for the existing property appear adequate. However, the parking and turning arrangements for the proposed property indicated on the submitted layout plan (Drg. No. 551-SL-01 Dated July 2012) needs amending to accommodate 3 car spaces plus turning.

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

Please ask the applicant to provide a more detailed plan of proposed access arrangements including proposed visibility splays and parking / turning arrangements at the development site.

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.

Pf. 
Network and Infrastructure Manager