

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0279 **Your Ref:** SJG/P/2012/0279
Date: 14TH May 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 513 Former Walnut Tree, 130 Rhosddu Road, Wrexham.

Development: Two Storey extension to side.

I refer to your consultation dated 17/04/2012 including revised layout plan (Drg. No. U002/014 Rev B – Dated April 2012) received on 09/05/2012 in respect of the above.

The proposed development site is accessed off Prices Lane which is a classified, residential road subject to a 30mph speed limit. However, Prices Lane is subject to a 20mph speed limit just beyond the existing access (in the easterly direction). However, I would estimate typical vehicles speeds at being around 20mph given the geometry of the road and the proximity of the junction with New Road. The access is located near to a busy junction (Price's Lane / New Road).

Any proposed / existing 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 accordance with Manual for Streets.

Visibility from the existing access is adequate in the easterly direction providing a splay of approximately 2.4 x 36m measured to the nearside edge of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 19m measured to the nearside edge of the adjoining highway.

Visibility from the proposed access appears to be consistent with current visibility splays provided from the existing access. These splays are considered to be acceptable in this instance given the fact that the existing public house could have generated more vehicle movements than the proposed flats.

The existing access is 4.8m wide and is gated 3.1m behind the adjoining carriageway. The existing access width would be considered adequate to serve the proposed development site. However, I would recommend that no gates are erected across the proposed access. The proposed access width of 5.2m is considered adequate.

The proposed turning provision within the site (ie/ 10m turning circle and 6m clearance behind each parking space) is considered adequate.

I understand that the development is for 20 no. bedrooms but will be restricted / limited to 21 occupants. LPGN 5 would normally require accommodation of this nature to provide 1 parking space per 2 bedspaces. However, a maximum of 21 occupants would equate to the requirement for 11 parking spaces. The proposed car park appears to have 15 no. spaces which is considered adequate.

Assuming that the proposed development will be limited to 21 no. occupants, I would have no objections in principle to the proposed development and would recommend any permission include the following conditions:-

CONDITIONS

- ZJ17**
026R **VISIBILITY SPLAYS (NEARSIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 18 metres to the south west and 2.4 metres x 37 metres to the north east measured to the nearside of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ41**
026R **GENERAL LAYOUT**
Prior to first use of the development the site shall be laid out in strict accordance with the submitted layout plan
- ZJ07**
043R **ACCESS SURFACE (5 metres)**
Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.
- ZJ09**
033R **NO GATES WITHIN 5 METRES**
There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.
- ZJ46**
026R **NO PRIVATE SURFACE WATER RUN OFF**
No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Supplementary Notes

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



Network and Infrastructure Manager