

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/P/2012/0102 **Your Ref:** LP1/P/2012/0102
Date: 6th March 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 523 Baptist Church, New Road, Wrexham.

Development: Conversion of church to residential dwelling.

I refer to your consultation dated 14/02/2012 in respect of the above.

The proposed development site is located on New road which is a classified road subject to a 30mph speed limit.

Any proposed / existing access in this location would normally require visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the proposed access appears adequate providing splays in excess of 2.4 x 56m in both directions.

I would recommend that the proposed access provides pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

I would recommend that the access is paved with hard bound materials for a minimum distance of 5m behind the highway boundary. No gates shall be erected within 5m of the highway boundary.

No private surface water 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.

In order to construct the proposed access, the applicant will need to construct a dropped kerb crossing outside the property including strengthening of the footway at the point of access and will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980.

Parking and turning provision within the curtilage of the development site appears adequate.

There is a significant issue with on-street parking along this section of New Road due to the lack of adequate off street parking provision for the existing properties in this area. However, I understand that it is proposed to install double yellow lines from the junction of New Road with Ty Gwyn Lane up to and including the frontage of Moriah Chapel. These proposals are currently out to consultation. The implementation of these measures should improve highway safety along this section in terms of improved visibility from the Ty Gwyn Lane junction along New Road and maximising carriageway widths along this section to improve traffic flows.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

- ZJ41**
026R **GENERAL LAYOUT**
Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. Drg. No. B061/003 – Dated Feb 2012.
- ZJ15**
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres in both directions measured to the near side edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the near side edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ20**
038R **PEDESTRIAN VISIBILITY SPLAY (FOOTWAY SAFETY)**
Prior to first use of the development hereby approved a pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- 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.
- ZJ13**
026R
E05NA **DROPPED KERB VEHICULAR CROSSING**
The vehicular access(es) hereby approved shall take the form of a dropped kerb vehicular crossing (see note).

Supplementary Notes

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

Note to applicant

In order to construct the proposed access, the applicant will need to construct a dropped kerb crossing outside the property including strengthening of the footway at the point of access and will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980. Please ask the applicant to contact Jo Giles on Tel: 01978 729670 to arrange consent.

Peter Oorthwaat

PP. Network and Infrastructure Manager

