

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0236	Your Ref:	SEH/P/2012/0236
Date:	20 th April 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 342 500 Land adjacent to no. 81 Benjamin Road, Smithfield, Wrexham.

Development: Erection of 2 no. one bedroomed apartments.

I refer to your consultation dated 30/03/2012 in respect of the above.

The proposed development site is located on Benjamin Road which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Any proposed 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 which there shall be no obstruction in excess of 1.0 in height in accordance with Manual for Streets. The required splays would involve the lowering / removal / setting back of the existing boundary wall fronting both the proposed development site and the existing wall fronting no. 81 Benjamin Road. Providing adequate visibility in the south westerly direction would be reliant on crossing 3rd party land (ie/ the frontage of no. 81. I understand that the provision of such a splay will require a legal agreement with the adjoining landowner.

Any proposed access shall provide 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. However, these splays will be automatically provided if the access is constructed at 7.0m wide as indicated on the submitted layout plan.

I would recommend that proposed shared access intended to serve the development site takes the form of a dropped kerb vehicular footway crossing in the interests of pedestrian safety (see note).

I would suggest that the applicant applies to have a "h bar" marking installed across the proposed access to deter cars from impeding the new access.

Any proposed access shall be surfaced 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.

The provision of 1 no parking space for each one bedroomed apartment is considered adequate given the sustainable location of the site.

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

CONDITIONS

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 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 PEDESTRIAN VISIBILITY SPLAY (FOOTWAY SAFETY)

038R 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.

ZJ11 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 5 metres.

ZJ07 ACCESS SURFACE (5 metres)

043R 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 NO GATES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ13 DROPPED KERB VEHICULAR CROSSING

026R The vehicular access hereby approved shall take the form of a dropped kerb vehicular crossing.
E05NA

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on the approved drawing shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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

Note to Applicant

The applicant will need to construct a dropped kerb crossing outside the property for the proposed shared access 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 contact Jo Giles on Tel: 01978 729670.

Peter Dormants

P.D.

Network and Infrastructure Manager

