

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0088	Your Ref:	DSW/P/2010/0088
Date:	9 th February 2010		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 351 512 5 Cefn Road, Rhosnesni. Wrexham.
Development: Erection of 6 no. apartments.

I refer to your consultation dated 04/02/2010 in respect of the above.

Bryn Estyn Road is a classified road subject to a 30mph speed limit along this section. However, given the proximity of the Holt Road roundabout and the geometry of the road, I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the east and 20mph for vehicles approaching from the west off the roundabout.

Any proposed shared access shall be a minimum width of 4.1m providing visibility splays of 2.4 x 33m to the east and 2.4 x 25m to the west measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Forward visibility for vehicles approaching the shared access from the west shall provide a stopping sight distance of 25m in accordance with Manual for Streets.

The proposed access shall be surfaced using hard bound materials for a minimum distance of 5m behind the highway boundary with no gates being erected within 5m of the highway boundary.

The proposed development is considered to provide adequate parking provision and complies with LPGN 16 requirements. The provision of 1.5 parking spaces per 2 bedroomed apartment is considered adequate given the sustainable location of the site. Adequate turning space is proposed within the curtilage of the site. As the proposed access including parking / turning areas do not conform to adoptable standards, I would recommend that these areas are maintained by a private management company.

In terms of the existing dwelling, the proposed parking and turning provision appears adequate. In terms of visibility from the existing access onto Cefn Road, I would suggest that the existing 1.9m high hedgerow on the southern side of the access is either lowered / setback or removed to maximise visibility in this direction.

The submitted layout plan (Drg. No. N016/05 – Dated Nov 09) appears to address all of the points raised.

I would therefore recommend any permission include the following conditions:-

CONDITIONS

1. The proposed development shall be constructed in accordance with the submitted layout plan (Drg No. N016/05 – Dated Nov 09)
2. No surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be constructed across the proposed access to intercept any such run-off.
3. The proposed parking and turning areas shall be maintained by a private management company.

REASONS

1. In the interests of highway safety.
2. In the interests of highway safety.
3. In the interests of highway safety.

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 to serve the development site 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.*


Operational Manager Traffic & Transportation