

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer

Our Ref: TH/DC/PP/2010/0082 **Your Ref:** SJG/P/2010/0082

Date: 8th February 2010

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

Location: O. S Grid Ref: 341 501 74 – 82 Smithfield Road, Wrexham.

Development: Variation of condition no. 1 of Planning Permission P/2005/0043 to extend time period for commencement of development for a further 5 years (Erection of 8 no. flats in a 3 storey development and associated parking and landscaping).

I refer to your consultation dated 03/02/2010 in respect of the above.

The proposed development site is located on Smithfield Road which is a busy unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph due to the existing traffic calming measures in place along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

I would recommend that any 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 understand that the site layout was previously approved under planning consent ref: P/2005/0043.

As the proposed access road serving the development site does not comply with adoptable standards, it is assumed that the extent of adoption will remain in line with the back of the footway across the proposed access. The proposed access, parking and turning areas shall be maintained in perpetuity by a private management company.

The proposed covered access into the development site shall be a minimum width of 4.5m up to the proposed parking area to the rear of the site in order to facilitate the simultaneous passage of 2 no. vehicles.

Parking provision at the proposed development site is considered adequate (15 no. spaces) and shall comply with LPGN 16 requirements.

Adequate turning facilities shall be provided within the curtilage of the development site.

As the existing footway fronting the development site is currently served by a dropped kerb which serves as access to the existing business, I would recommend that this footway is reinstated to full height footway construction (see note). I assume it is proposed to serve the development site via a vehicular footway crossing.

No private surface water shall be permitted to flow from the development site onto the adjoining highway. I would recommend that an Aco drain or similar is constructed across the proposed access to intercept any such run off.

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

CONDITIONS

1. The proposed access shall provide / maintain visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.
2. The proposed access shall provide / maintain 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.
3. The proposed access shall be a minimum width of 4.5m up to the proposed parking / turning area to the rear of the development site.
4. The proposed access, parking and turning areas shall be surfaced using hard bound materials to the satisfaction of the Planning Authority.
5. Parking provision at the proposed development site shall comply with the requirements of LPGN 16.
6. Suitable turning facilities shall be provided within the curtilage of the development site.
7. No private 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.
8. The existing footway fronting the development site shall be reinstated to full height footway construction to the satisfaction of the Highway Authority (see note).
9. The proposed access, parking and turning areas shall be maintained in perpetuity by a private management company.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. In the interests of pedestrian safety.
3. To ensure the formation of a safe and satisfactory access.

4. To ensure that no deleterious material is carried onto the highway.
5. To provide for the parking of vehicles clear of the highway.
6. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety.
7. In the interests of highway safety.
8. To ensure the formation of a safe and satisfactory access and In the interests of pedestrian safety.
9. 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 proposed footway reinstatement should be constructed to a standard suitable for adoption by the Council for future maintenance at public expense. I would recommend that such works are subject to formal consent pursuant to s.184 of the Highways Act 1980.

Jm Park

Regional Operational Manager Traffic & Transportation