

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0112	Your Ref:	LB1/P/2010/0112
Date:	22 nd February 2010		

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

Location: O. S Grid Ref: 361 548 Lyndhurst, Wynnstay Lane, Marford, Wrexham.
Development: Two storey and single storey extensions and alterations to existing dwelling and re-positioning of existing vehicular / pedestrian access with new courtyard and rear raised terrace.

I refer to your consultation dated 16/02/2010 in respect of the above.

The proposed development site is located on the corner of Mareillian Avenue and Wynnstay Lane which are both unclassified roads subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph along this section due to the geometry of the 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 which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

The site is currently accessed off Mareillian Avenue. Visibility from this access is inadequate providing splays of approximately 2.4 x 15m in both directions. However, it is proposed to close up the existing access and construct a new access onto Wynnstay Lane. I would therefore recommend that the existing dropped kerb crossing serving the existing access is reinstated to full height footway construction (see note).

It is proposed to construct the new access onto Wynnstay Lane approximately 4.5m north of the boundary with no. 50 Wynnstay Lane. Visibility from such an access is only likely to be approximately 2.4 x 13m in the southerly direction measured to the nearside edge of the adjoining highway. Visibility is restricted by the existing shrubs / vegetation fronting the adjoining property (no. 50).

Previous advice to the applicant recommended a centrally located access along the frontage of Wynnstay Lane in order to maximise visibility in both directions. This has not been demonstrated on the submitted layout plan (Drg. No. 367/SL02/Rev A – Dated Oct 2009). In order to support this application, I would recommend that the applicant submits a revised layout plan demonstrating the re-location of the new access to approximately 10m north of the boundary with no. 50 Wynnstay Lane. This should enable the access to provide an improved visibility splay of approximately 2.4 x 20m in the southerly direction measured to the nearside edge of the adjoining highway

Any proposed access shall be surfaced with hard bound materials (ie./ bituminous macadam) for a least 5m behind the highway boundary. No gates shall be erected within 5m of the highway boundary.

Parking and turning provision shall be provided in accordance with LPGN 16. The provision of 3 no. parking spaces would be considered adequate.

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

CONDITIONS

1. The proposed access shall be centrally located along the frontage of the property along Wynstay Lane. The proposed access shall provide visibility splays of 2.4 x 20m to the south and 2.4 x 25m to the north measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.
2. The proposed access shall be a minimum width of 3.0m.
3. The proposed access shall be surfaced using hard bound materials for a minimum distance of 5m behind the highway boundary.
4. No gates shall be erected within 5m of the highway boundary. Any proposed gates shall open into the development site.
5. Parking provision at the proposed development site shall be in accordance with LPGN 16.
6. Suitable turning facilities shall be provided within the curtilage of the site.
7. The dropped kerb vehicular crossing fronting the existing access shall be reinstated to full height footway construction (see note).

REASONS

1. In order to maximise visibility from the proposed access.
2. To ensure the formation of a safe and satisfactory access.
3. To ensure that no deleterious material is carried onto the highway.
4. To ensure the formation of a safe and satisfactory access.
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 pedestrian 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 reinstate the existing dropped kerb crossing outside the property (along Mareillean Avenue) at the existing point of access to full height footway construction and will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980. The formation of the new access onto Wynnstay Lane could also be included as part of this consent.

JMP

Operational Manager Traffic & Transportation