

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2023/0540	Your Ref:	P/2023/0540
Date:	06/09/2023		

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL BLOC O FFLATIAU DAU LAWR A CHODI 2 ANNEDD PAR A MANNAU PARCIO CYSYLLTIEDIG / DEMOLITION OF 2 STOREY BLOCK OF FLATS AND ERECTION 2 NO SEMI DETACHED DWELLINGS AND ASSOCIATED PARKING

24 PARK STREET RHOSDDU WREXHAM
Grid Ref: E 333302 N 351308

I refer to your consultation / email dated 04/09/2023 in respect of the above.

Access

The proposed development site is located on Park Street which is an unclassified, residential road (one way) subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being no more than 20mph given the geometry of the road along this section and the proximity of the Park Street / Price's Lane junction.

Based on typical speeds of 20mph, any proposed / existing access would normally be required to provide a visibility splay of 2.4 x 25m measured to the centerline of the adjoining highway in the westerly direction. Visibility from the existing / proposed access is inadequate providing a splay of approximately 2.4 x 6m measured to the centerline of the adjoining highway. Visibility can be permitted to the centerline of the carriageway given the restricted carriageway width along this section (ie/ 3.6m). Visibility is impeded by the existing boundary wall (1.4m high) and would need to cross 3rd party land beyond this point.

I would not normally be able to support such a development served by an access with such sub-standard visibility. However, the proposed development is not considered likely to result in any significant increase in vehicle movements compared with its existing use.

The existing / proposed access is approximately 4.8m wide and is paved with hard bound materials which is considered acceptable to serve as a shared access.

Park Street is typically 3.6m wide for the majority of its length with limited footway provision along both sides of the road. There is a significant existing on-street parking problem along Park Street as a number of properties do not have their own driveways. Park Street is subject to a one-way system which allows vehicles to access from Rhosddu Road and exit onto Price's Lane.

Given the restricted carriageway width and presence of on-street parking, vehicles travelling along Park Street typically mount the footway in order to pass parked vehicles which is not ideal.

Parking & Turning Provision

There is an existing communal car park located on the corner of Park Street / Rhosddu Road which appears capable of accommodating approximately 8 no. cars. However, this is typically fully occupied throughout the day.

I understand that the existing property comprises 4 no. 1 bed flats which would normally require a maximum of 6 parking spaces in accordance with LPGN 16 maximum requirements. The proposed development comprises 2no. 2 bed semi-detached dwellings which would normally require a maximum of 4 parking spaces in accordance with LPGN 16 maximum requirements.

The existing property could possibly accommodate 6 cars but would be unable to accommodate turning on site. The proposed layout indicates 4 no. parking spaces plus communal turning which is considered acceptable.

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(s) No. @@@

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.

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.

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.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



Chief Officer, Environment & Technical