

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0902 Res(1)	Your Ref:	AB/P/2022/0902
Date:	09/11/2022		

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU 3 ANNEDD / ERECTION OF 3 DWELLINGS **LAND ADJACENT TO 35 DERWENT CRESCENT WREXHAM**

Grid Ref: E 333849.76 N 351590.23

I refer to your consultation / email dated 26/10/2022 in respect of the above.

Access

The proposed development is accessed off Derwent Crescent which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Based on typical speeds of 25mph, any existing / proposed access onto Derwent Crescent would normally be required to provide visibility splays of 2.4 x 33m measured to the nearside edge of the adjoining highway.

Visibility splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway would appear achievable from the site frontage.

There is an existing adopted footpath link running west to east at the rear of the site. Any proposed development would need to provide a minimum 2m wide footway link to Derwent Crescent through the development site to this footpath running from north to south directly to the new footway crossing. It is not clear from the submitted layout plan whether a suitable footpath link is proposed. There is an existing lighting column located at the rear of the site. Our Street Lighting Section have advised that if the application is supported, that this column would need to be placed with a raise & lower column for access / maintenance purposes. Such a column would need re-locating to a suitable position within the adopted highway (footpath). I would recommend that the applicant liaises with our Street Lighting Section on this matter.

The proposed footway link would need to be transferred to the Highway Authority for future control / maintenance.

I would recommend the construction of a 2m wide footway incorporating dropped vehicular accesses across the frontage of the site in lieu of the existing 25m wide access. This will need to be constructed to adoptable standards. It is assumed that the applicant is WCBC therefore a s.278 agreement to construct this footway would not be required in this instance.

I would recommend that the applicant provides a revised layout plan indicating / annotating the above detail.

Parking Provision

I understand that the proposed development comprises 3 no. 2 bed dwellings. LPGN 16 would normally require a maximum of 2 parking spaces per dwelling. The proposed parking provision (ie/ 6 spaces) is considered adequate. The proposed spaces would need to be adjusted to accommodate a central 2m wide footway link as indicated above.

The area of hardstanding at the rear of the site appears to be used by some of the properties behind the garage site to store waste bins. I assume that refuse wagons collect bins from this area and possibly turn into the site to collect waste. **Details of how such bins will be accessed / emptied needs clarification.**

It is not clear how many of the existing garages are still being used. If they are still being used by local residents then this would indicate that they should remain. If garages are being rented out to a property (but only used for storage), they should only be deleted if they have provided their own off-street parking provision. If they are being used as garages / parking then they should be retained. Hopefully this will ensure that any existing on-street parking issues in the vicinity of the site are not made any worse by potential re-development. **This detail needs clarification.**

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. [unclear]', written in a cursive style.

Chief Officer, Environment & Technical