

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/1107 **Your Ref:** JK/P/2021/1107
Date: 26th November 2021

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

Location: O. S Grid Ref: 332 497 Linden, 3 Bath Road, Wrexham.

Development: Erection of gate and wall on left aspect of the property within Fairy Road conservation area.

I refer to your consultation / email dated 22/11/2021 in respect of the above.

Access

The proposed development site is located on Bath Road which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical speeds at being around 20mph given the geometry of the road.

Based on speeds of 20mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.0 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is currently inadequate in both directions providing splays of approximately 2.0 x 20m to the east and 2.0 x 13m to the west measured to the nearside edge. Visibility is impeded in the easterly direction by the existing vegetation and limited in the westerly direction in that the required splay would need to cut across 3rd party land.

The existing access is 3.6m wide and paved with hard bound materials. This provides access to a single parking space at the property.

I would normally recommend that a driveway fronting a garage is a minimum depth of 5.5m so the garage can be accessed without a parked car encroaching onto the highway. The existing driveway only appears to be 3.5m deep up to the edge of the imprinted concrete or 4.8m deep up to the front of the boundary wall.

I understand that the applicant proposes to widen the access to 4m and provide 2 parking spaces parallel with the property frontage. However, based on the submitted layout plan it would not seem feasible for cars to easily access the site. It may be considered a better option to provide a centralized access that maximizes visibility in both directions. The existing access would need to be closed up and reinstated to full height footway construction for which s.184 consent would be required.

I would normally recommend that any proposed gates are erected a minimum distance of 5m behind the adjoining highway or no gates at all. It would not appear possible to comply with this requirement in this instance given the limited depth of frontage. The proposed sliding gates would not be setback the required distance and may well obstruct visibility from any proposed access in conjunction with the proposed railings. **I would recommend that the applicant provides a suitably scaled layout plan indicating the full extent of the proposed visibility splays and how visibility will be maintained / maximized from the proposed access clear of obstructions.**

Parking / Turning Provision

LPGN 16 no longer includes garage spaces as contributing to parking provision. I assume that the existing property is 3 / 4 bedroomed. However, the property only appears to have a single parking space which has restricted depth behind the existing garage.

I understand that the applicant proposes to widen the access to 4m and provide 2 parking spaces parallel with the property frontage. However, based on the submitted layout plan it would not seem feasible for cars to easily access the site. It may be considered a better option to provide a centralized access that maximizes visibility in both directions. It may be possible for 2 spaces to be provided parallel to the property at either end of the site frontage with a 6m clearance between served off a centrally located access which maximizes visibility in both directions. **I would suggest that the applicant provides a suitably scaled plan indicating this detail.**

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 dark ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer, Environment & Technical