

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0940 **Your Ref:** SJG/P/2021/0940
Date: 13th October 2021

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

Location: O. S Grid Ref: 331 506 15 Gerald Street, Wrexham.
Development: New vehicular access (in retrospect).

I refer to your consultation / email dated 30/09/2021 in respect of the above.

The proposed development site is located on Gerald Street 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 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 access is inadequate in both directions providing splays of approximately 2.0 x 12m in the north westerly direction and 2.0 x 14m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is limited in both directions by the existing pillars and the required splays would also appear to need to cut across 3rd party land.

There is currently no official dropped kerb vehicular crossing serving the property. The applicant has laid hardcore / loose slate over the entire site frontage in order to create off-road parking.

I would normally recommend a minimum access width of 3.2m for a domestic driveway. The applicant has formed a 3.5m wide access which is considered adequate. Any proposed driveway would require hard bound surfacing for a minimum distance of 5m behind the adjoining highway eg/ bitmac or block paving. No gates would be permitted within 5m of the highway boundary.

As the proposed driveway slopes towards the highway, an Aco drain or similar would be required to intercept any private surface water run-off.

The provision of off street parking in this location would normally be seen as a beneficial. A number of properties along this section of Gerald Street have been granted planning permission for a vehicular access in situations similar to that of the current application. I am not aware of any particular problems having arisen at these other sites since the new accesses were brought into use.

I would therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

ZJ07 ACCESS SURFACE (5 metres)

043R 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.

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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.

ZJ38 PAVEMENT CROSSING

026R Prior to first use of the development a pavement crossing to the site shall be constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.

Note to Applicant

E05NA FOOTWAY CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to lower the kerbline and cross the footpath at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

Supplementary Notes

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



Chief Officer, Environment & Technical