

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: 12th January 2022

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 11/01/2022 including revised layout plan 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 4.2m and provide 2 parking spaces parallel with the property frontage. 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. However, based on the submitted layout plan, although slightly awkward, it would seem feasible for cars to access the proposed parallel driveway.

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 4.2m and provide 2 parking spaces parallel with the property frontage. I previously suggested that a better option would be 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.

Amended Plan (Drg. No. 3BR 10/01/22 Rev C)

It would appear that the latest plan indicating the 4.2m wide access and 13.5m x 3.2m driveway parallel to the property would be acceptable providing the railings running between the two properties do not impede visibility at the site from the proposed access.

Provided the proposed access, visibility and parking arrangements are not made any worse than existing, then I would have no objections on highway grounds. The provision of 2 parking spaces at the property and widening of the access would be viewed as beneficial.

I would therefore recommend that 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. **3BR 10/01/22 Rev C**

ZJ17 VISIBILITY SPLAYS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.0 metres x 20 metres to the east and 2.4 metres x 13 metres to the west measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

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.

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, consisting of a stylized 'K' followed by a series of loops and a horizontal stroke.

Chief Officer, Environment & Technical