

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0713 **Your Ref:** MR/P/2018/0713
Date: 16th October 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 353 551 Oakdale, Pant Lane, Gresford, Wrexham.

Development: Demolition of existing bungalow and erection of 2 dwellings and access arrangement.

I refer to your consultation / email dated 16/10/2018 including email dated 12/10/2018 from Andrew Munro in respect of the above.

Access

The development site is located on Pant Lane which is a classified, residential road subject to a 30mph speed limit.

Assuming typical speeds of 30mph, any proposed / existing access serving the development site would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The existing access serving the development site is approximately 7m wide reducing to 3.3m wide at 5.2m behind the adjoining carriageway. The access is gated at this point.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 4m in both directions measured to the nearside edge of the adjoining highway. Visibility is restricted in the westerly direction in that the current visibility splay looks across the neighboring driveway and is impeded beyond this point by the existing boundary wall / fence. The applicant does not have an agreement to look across the frontages of Edge Croft and / or Dunholme. **The provision of such a splay would need to be controlled by a s.106 agreement between the applicant and the adjoining landowners.**

Visibility in the easterly direction is impeded by the existing hedgerow / trees fronting the existing property. Even if these obstruction were removed, a visibility splay of only approximately 2.4 x 28m could be achieved in this direction measured to the nearside edge of the adjoining highway. Visibility beyond this point is restricted in that the required splay would cut across 3rd party land (adjoining property Langside). Once again a s.106 agreement would be required with the adjoining landowner where the required splay (ie/ 2.4 x 43m measured to the nearside edge of the adjoining highway) cuts across 3rd party land.

Even if the proposed shared access was re-located from the proposed westerly position to a more central position, it would not be possible to provide the required visibility splays.

I would therefore not be able to support any proposed development that is likely to result in any increase in vehicle movements at the proposed development site.

Parking & Turning Provision

Any proposed development of this nature would need to provide adequate parking and turning provision for both dwellings.

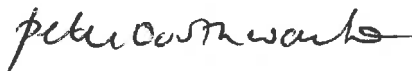
The property closest to the access appears to be 4 bedroomed and the property to the rear 5 bedroomed. LPGN 16 would normally require a maximum of 3 spaces for the 4 bed property and 4 spaces for the 5 bed property, LPGN 16 does not include garages as contributing to parking provision.

The proposed parking and turning provision for both dwellings appears adequate.

I would normally recommend that the application be **REFUSED** for the following reason:-

It appears impracticable within the curtilage of the site to construct an access with Pant Lane which would provide sufficient visibility for vehicles emerging from the site.

However, if the applicant is able to enter into an agreement with the adjoining landowners to provide the required visibility splays from the proposed shared access which could be controlled by a s.106 agreement in perpetuity then further consideration could be given to the proposed development.



 Planning Control Manager