

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2018/0700	Your Ref:	MR/P/2018/0700
Date:	20 th November 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 333 512 Land adjoining 31 Greenfield, Wrexham.

Development: Erection of 1 no. two-storey cottage style house.

I refer to your consultation / email dated 15/11/2018 including revised layout plan (Drg.No. L(9)01 Rev A) in respect of the above.

Access

The proposed development site is located on Greenfield which is a residential road (cul de sac) subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 10mph given the geometry of the road along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 11m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets.

The existing access serving the development site is approximately 2.5m wide and is gated 5.2m behind the edge of carriageway. Visibility from the existing access is adequate in the south westerly direction providing a splay of approximately 2.4 x 20m measured to the centerline of the adjoining highway. However, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 5m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing 1.1m high retaining wall and vegetation above.

I would recommend that any proposed access takes the form of a shared access with a minimum width of 4.8m. I would recommend that no gates are erected at the access. I would recommend that any proposed shared access provides splays of 2.4 x 11m in both directions as detailed above. The revised layout plan indicates the provision of a 4.8m wide shared access which is considered adequate. It would appear possible to provide the required splays from the proposed access subject to lowering a small section of the existing 1.1m high retaining wall and vegetation above.

I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. I would recommend that any proposed access is provided with an Aco drain or similar to intercept any private surface water run-off.

Parking and Turning Provision

Given the narrow nature of the existing carriageway along this section, I would recommend that both the existing and proposed dwelling is provided with adequate parking and turning provision complying with LPGN 16 maximum standards.

I assume that both properties have 3 bedrooms. Each dwelling appears to have space for at least 2 cars which is considered adequate given the sustainable location of the site. Turning for both dwellings appears achievable within the curtilage of the site.

Existing Situation

Greenfield itself already serves 34 existing dwellings (plus an additional dwelling which has permission on land alongside no. 29 Greenfield) and a nursing home located close to the junction with Rhosddu Road.

Assuming typical speeds of 30mph along Rhosddu Road, any existing junction 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.

Although visibility at the Greenfield / Rhosddu Road junction is adequate in the south easterly direction, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 23m measured to the nearside edge of the adjoining highway. I would not normally wish to support any proposed development that will result in any significant increase in vehicle movements through this existing junction.

Greenfield itself reduces in carriageway width from 5.5m at its junction with Rhosddu Road to typically 3.7m wide beyond no. 5 Greenfield. This reduced carriageway width does not permit the simultaneous passage of 2 no. vehicles along a significant length (in excess of 80m) of this section of Greenfield leading to the development site. Footway widths are substandard being typically 1.0m wide both sides for the majority of its length. The existing turning head at the end of Greenfield is sub-standard and is not adopted

The majority of properties along Greenfield have inadequate off street parking provision (ie/ depth of frontage) which typically results in vehicles with off-street parking encroaching onto the footways or alternatively parking on the street itself. This results in vehicles having to drive along the existing footways in order to pass a vehicle travelling in the opposite direction which is not ideal increasing the likelihood of danger to pedestrians.

Greenfield already serves in excess of 24 dwellings. I would normally expect a road of this nature to be a minimum of 5.5m wide with 2.0m wide footways either side. A standard turning head constructed to adoptable standards would also normally be required

However, given that Greenfield already serves potentially 35 dwellings and a nursing home located close to the junction with Rhosddu Road, it is considered that the addition of one further dwelling will not give rise to any significant increase in traffic generation.

Providing that the applicant can address the above issues, I would have no objections to the proposed development and recommend any permission include 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. -----.

ZJ16 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 11m in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ11 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 4.8 metres.

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.

Supplementary Notes

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

P. Palmer

PP. Planning Control Manager