

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2016/0668	Your Ref:	PF/P/2016/0668
Date:	1 st March 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 446 411 The Cottage, Mill Lane, Horseman's Green, Wrexham.

Development: Outline application for removal of garage and store, erection of a new detached house together with a new garage to serve the existing cottage.

I refer to your consultation / email dated 28/02/2016 including revised access layout plan in respect of the above.

Access

The proposed development site is located on an unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph 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 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing unadopted access is adequate in the north westerly direction providing splays in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. However, visibility in the south easterly direction is inadequate given that the required splay would need to cut across 3rd party land. Visibility in this direction is approximately 2.4 x 6m measured to the nearside edge of the adjoining highway.

The development site is served off a narrow, private access road surfaced with unbound materials (gravel) which has a limited sized turning area at the head of the unadopted drive. The existing access reduces from approximately 7.3m wide to 3.6m wide, 5m behind the adjoining carriageway. Beyond this point the shared driveway reduces in width to approximately 2.6m leading to the communal turning area. The existing private drive would normally be considered to be of insufficient width to accommodate the simultaneous passage of 2 no. vehicles and considered unsuitable to serve any additional development. However, the applicant has offered to improve the existing access by widening / re-surfacing the access to between approximately 9.5m to 5.8m width up to a distance of 10m behind the adjoining carriageway which represents a significant improvement.

An Aco drain is proposed across the access to intercept any private surface water.

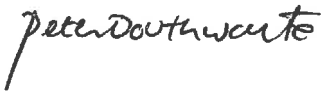
I would therefore not normally wish to support any development that is likely to result in an increase in vehicle movements through this existing access. However, given the relatively slow speeds along Mill Lane and the improvements proposed to the existing access, I would have no objections in principle to the proposed development.

Parking & Turning Provision

In terms of parking provision at the proposed development site, I comment as follows:-

The provision of adequate parking at the development site for both the existing and proposed dwelling would appear possible. However, LPGN 16 no longer counts garage spaces as contributing to parking provision.

I would recommend the submission of further details for the proposed parking & turning arrangements for both the existing and proposed dwellings.



 Service Manager Environment