

MEMORANDUM



From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/P/2016/0675

Your Ref: KH/P/2016/0675

Date: 19th July 2015

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 347 514 Rhosnesni Methodist Church, Rhosnesni Lane, Wrexham.

Development: Demolition of existing church and outline application for construction of 2 dwellings with associated vehicular access and parking.

I refer to your consultation dated 18/07/2016 in respect of the above.

Access

Via Borrass Road

I would not wish to support any proposed access in this location given its proximity to the existing Borrass Rd / Rhosnesni Lane roundabout.

Access

Via Rhosnesni Lane

The proposed development site is currently accessed off Rhosnesni Lane which is a classified road subject to a 20mph speed limit. This section of Rhosnesni Lane is subject to traffic calming measures and operates a one way system restricting flows from east to west.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The existing access to the church located off Rhosnesni Lane is approximately 2.7m wide and is gated 1.9m behind the adjoining carriageway. Visibility from the existing access is approximately 2.4 x 5m in the easterly direction being restricted by a 1.5m high brick pillar.

Given the proximity of the site to the school I would also normally recommend that any proposed access provides adequate pedestrian visibility with splays being measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. These splays shall thereafter be permanently retained clear of any such obstruction to visibility.

This access currently provides parking for up to 2 no. cars. Turning provision is not provided at the site.

I would recommend that a 6.6m shared access is provided off Rhosnesni Lane to serve the two dwellings. This would provide adequate pedestrian visibility. Such an access would need to provide a visibility splay of 2.4 x 25m measured to the nearside edge of the adjoining highway in the easterly direction. I would recommend that any proposed access takes the form of a dropped kerb vehicular access.

Such an access would need to be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the adjoining highway.

Such an access should ideally be located towards the eastern end of the site (along Rhosnesni Lane). I would recommend that the 500m high boundary wall and railings should be maintained at no higher than existing in order maintain visibility to the right from the roundabout along Rhosnesni Lane from Borrass Road.

Parking and Turning Provision

The proposed level of parking provision indicated on the submitted layout plan ie/ 3 spaces per 3 bed dwelling would be considered adequate. However, adequate parking and turning provision should be provided from a shared access as indicated above.

Providing the applicant addresses the above issues, I would have no objections in principle to the proposed development. **I would recommend that the applicant provides a suitably scaled layout plan indicating the above detail.**

I await the requested information

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



 Service Manager Environment