

MEMORANDUM



From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/2016/0082

Your SEH/P/2016/0082

Ref:

Date: 24th February 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 350 546 Gresford Youth Club, Vicarage Lane, Gresford, Wrexham.

Development: Application for non-material amendment to planning permission P/2015/0033 – Alterations to site plan (condition no. 9) to provide driveway to access rear of the site and amendment to rear elevation to include garage door.

I refer to your consultation dated 09/02/2016 in respect of the above.

The proposed development site is located on Vicarage Lane which is a classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The submitted layout plan (Drg. No. W098/004 Rev C– Jan 2015) appears to include the provision of 2 no. parking spaces plus turning facility to the rear of the property served off an existing private driveway which I understand provides access to the adjoining property no. 1 Vicarage Lane. I assume an appropriate agreement is in place which will allow both properties to share this access in perpetuity.

The submitted layout plan also appears to show 2 no. re-located parking spaces for the existing property (no. 1 Vicarage Lane). The provision of these spaces would appear to require some engineering works given the difference in ground levels.

The proposed driveway / access serving the 2 properties is only around 3.3m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. Any proposed shared access would normally require a minimum width of 4.5m .

Visibility from the existing / proposed driveway is inadequate in both directions. Visibility in the north westerly direction would be approximately 2.4 x 8m measured to the nearside edge of the adjoining highway. Visibility would be typically impeded by the proposed parking spaces fronting the development site. Visibility in the south easterly direction would be approximately 2.4 x 6m measured to the nearside edge of the adjoining highway. This is based on the assumption that no. 1 Vicarage Lane will maintain their frontage at a maximum height of 1m above the adjoining carriageway level. Visibility would be limited in this direction in that the required splay would need to cut across 3rd party land.

However, although the proposed shared access is of limited width and visibility onto Vicarage Lane falls below recommended standards, the proposed layout will be beneficial in terms of providing additional off-street parking and a turning facility.

I would therefore have no objections to the proposed development on highway grounds.

Supplementary Notes

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


Service Manager Environment