

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0319 **Your Ref:** PF/P/2016/0319
Date: 18th April 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 334 497 1 Y Groes, Salisbury Road, Wrexham.

Development: Two-storey Side Extension and Construction of Vehicular Access to Rear.

I refer to your consultation dated 12/04/2016 in respect of the above.

The proposed development site is located off Percy Road which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the proximity of the junction with Talbot Road.

Access

Assuming typical speeds of 20mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from this existing shared access is inadequate in both directions measuring approximately 2.4 x 4m to the north and 2.4 x 12m to the south measured to the nearside edge of the adjoining highway. Visibility is impeded in the northerly direction by the existing hedgerow and by the adjoining fence / 3rd party land in the southerly direction.

Although visibility cannot be improved in the southerly direction adequate visibility could be provided in the northerly direction by lowering the existing hedge to a maximum of 1.0m in height.

The existing shared access serves a number of existing dwellings. However, the access is only 2.7m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. The existing access could be improved by widening the access to a minimum of 4.1m for at minimum distance of 5m behind the adjoining highway and surfacing with hard bound materials with the improved access being made available for all existing users of the access.

Given the lack of visibility at the existing access and the inadequate access width, I would not normally wish to support any development that will result in any significant increase in vehicle movements through this sub-standard access. However, if the applicant is willing to improve the existing access the further consideration could be given to supporting the application.

I would recommend that the access is widened to a minimum of 4.1m for a minimum of 5m behind the adjoining highway and surfaced with hard bound materials. A section of hedgerow shall be removed to widen the access and provide a visibility splay of 2.4 x 25m measured to the nearside edge of the adjoining highway in the northerly direction in accordance with Manual for Streets. The existing dropped kerb will need to be widened as part of the proposed improvement for which s.184 consent will be required.

Consideration will need to be given to providing adequate clearance between the modified access and the existing street lighting column to the side of the access. This detail will need to be included on a revised layout plan.

Parking

This area of the town suffers from a significant level of on-street parking. There would appear to be sufficient space to provide 2 no. parking spaces to the rear of the property. I would suggest that consideration is given to providing 2 no. spaces for the proposed 3 bedroom dwelling.

Could you please ask the applicant to provide a revised layout plan indicating the above improvements. 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.

peter o'connor

py Service Manager Environment