

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2016/0461	Your Ref:	MP/P/2016/0461
Date:	20 th May 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 353 512 22 Bryn Estyn Road, Wrexham.

Development: Demolition of Existing Dwelling, Outline Planning Application for Residential Development (up to 4 no. dwellings) and Construction of New Access.

I refer to your consultation dated 16/05/2016 in respect of the above.

The proposed development site is located on Bryn Estyn Road which is a classified road subject to a 60mph speed limit for the majority of its length. However, the speed limit changes to 30mph approximately half way along the frontage of the development site up to the junction with The Greyhound roundabout. However, I would estimate typical vehicle speeds at being around 30mph in both directions given the geometry of the road fronting the development site.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. The required stooping sight distance of 56m is based on the prevailing speed not being known and includes an allowance for motorists travelling at 10kph above the estimated speed.

The existing access is 3.0m wide, gated 3.9m behind the adjoining carriageway. Visibility from the existing access serving the property is inadequate in both directions providing splays of approximately 2.4 x 4m to the west and 2.4 x 25m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded in the westerly direction by the existing boundary fence and hedgerow. Visibility is impeded in the easterly direction by the vegetation / hedgerow along this section.

A previous planning appeal in respect of planning application ref: P/2012/0576 for the erection of 1 no. detached dwelling at the site was allowed. This application proposed visibility splays from the proposed shared access of 2.4 x 31.7m to the west and 2.4 x 30.6m to the east. Visibility to the west was proposed to the centerline of the carriageway. However, the inspector clearly states in his report that visibility should be taken to the nearside edge in this instance.

It would appear possible to provide a visibility splay in excess of 2.4 x 56m measured to the nearside edge in the easterly direction from the proposed access subject to the grass verge being cut / maintained. However, it would only appear possible to provide approximately 2.4 x 25m to the nearside edge or 2.4 x 36m to the centerline of the carriageway from the proposed shared access in the westerly direction. Visibility is restricted the westerly direction by the existing boundary fence belonging to the adjoining property.

I would therefore not wish to support any proposed development at the site that is likely to result in any significant increase in vehicle movements through this sub-standard access.

Highways Plan (Drg. No. N025 / 003)

The proposed visibility splay of 2.4 x 40.6m measured to the centerline of the carriageway in the westerly direction indicated on the submitted layout plan does not appear achievable.

Any proposed shared access in this location would need to be at least 4.5m wide, paved with hard bound materials for at least 5m behind the adjoining highway with any gates being setback at least 5m behind the adjoining highway. Ideally the internal access road should be at least 4.5m wide to accommodate the simultaneous passage of 2 no. vehicles. The existing telegraph pole will need to be re-located to facilitate the construction of the proposed access.

The proposed shared access appears to be 4.5m wide which is considered adequate.

The existing access will need to be closed up and reinstated to the satisfaction of the Highway Authority.

In terms of parking and turning provision, I comment as follows:-

I would recommend that parking provision is provided in accordance with maximum LPGN 16 standards to avoid any on-street parking along Bryn Estyn Road. I would recommend that each 4 bedroom dwelling has 3 parking spaces (excluding any garage spaces). Parking provision at the development site appears acceptable.

I would recommend that a suitable turning head is provided that can accommodate the turning movements of a medium sized delivery vehicle (see attached detail). This detail has not been indicated / annotated on the submitted layout plan.

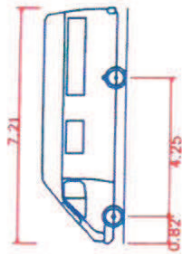
I would normally therefore recommend that the application be **REFUSED** for the following reason:-

It appears impracticable within the curtilage of the site to construct an access with the adjoining highway which would provide sufficient visibility for vehicles emerging from the site.

However, if the applicant can satisfactorily address the above issues, then further consideration could be given to the proposed development.

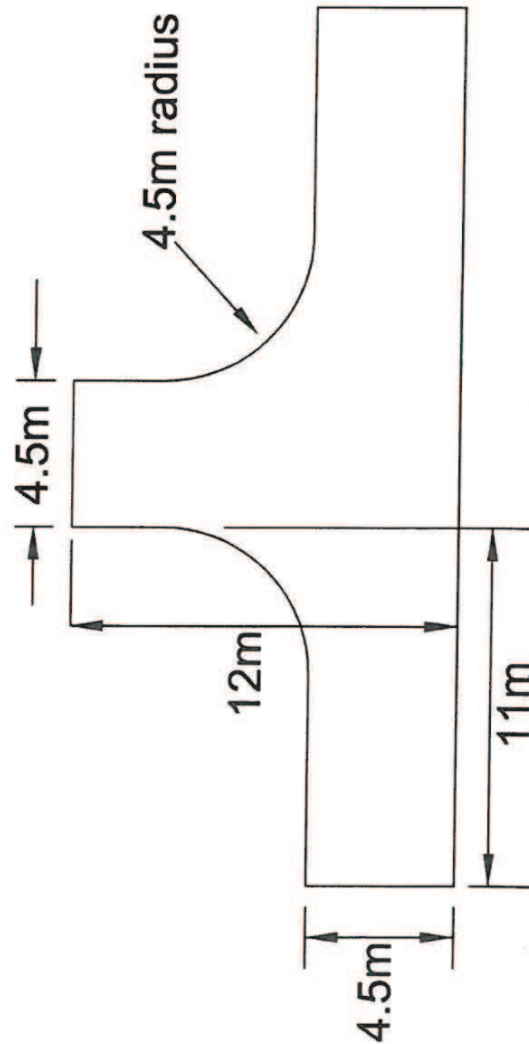
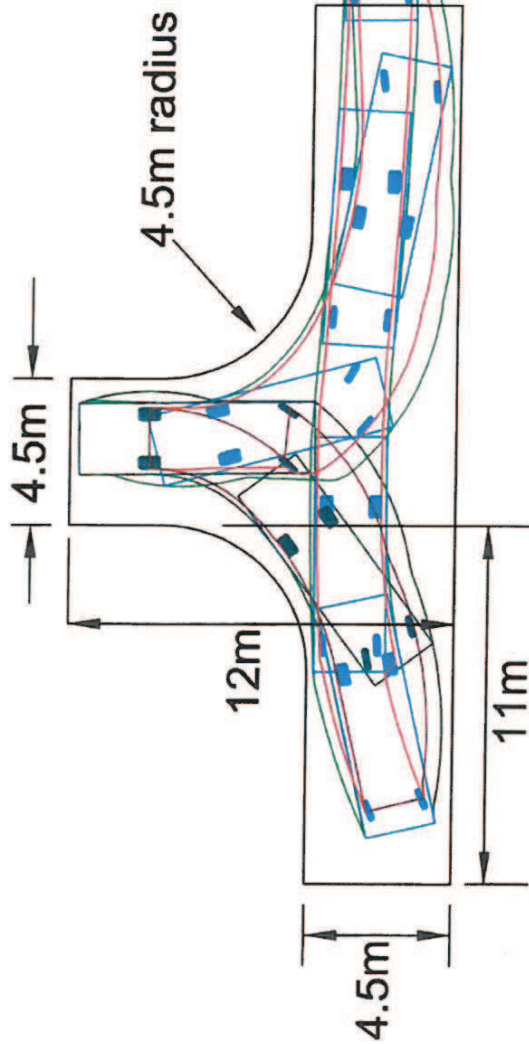


 Service Manager Environment



7.5t Panel Van
 Overall Length
 Overall Width
 Overall Body Height
 Min Body Ground Clearance
 Track Width
 Lock to Lock Time
 Kerb to Kerb Turning Radius

7.210m
 2.192m
 2.544m
 0.316m
 1.865m
 4.00s
 7.400m



Scale 1:200