

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0528

Your Ref: SEH/P/2011/0528

Date: 18TH August 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 277 453 26 Bridge Street, Penycae, Wrexham.

Development: Two storey side extension and new porch, and creation of new vehicular access.

I refer to your consultation / email dated 17/08/2011 in respect of the above.

The proposed development site is located on Bridge Street 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 and the on-street parking that would appear to occur along this section.

Any proposed / existing access along this section 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 proposed development site is fronted by a 1m high sandstone wall with a 1m high hedgerow above, which would impede visibility from any proposed central access. Even with the wall and hedgerow removed, it would only appear possible to provide visibility splays of approximately 2.4 x 10m in both directions measured to the nearside edge of the adjoining highway which is significantly short of current highway standards. Visibility in the north westerly direction is also partially impeded by the existing telegraph pole / lighting column.

The property (2 bedroomed) currently has no off street parking provision and I assume any vehicles associated with the property have to park on the road along the site frontage. There would also appear to be an existing on-street parking problem along the highway on the opposite side of the road associated with the terraced houses located directly opposite the development site. The section of carriageway fronting the development site is only approximately 4.5m wide and is therefore likely to struggle to accommodate 2 way traffic if vehicles have to park along both sides of the road.

Although the available visibility at the proposed access is limited, I would consider the provision of off-street parking and suitable turning facility at the development site as a significant highway benefit / improvement.

However, I would recommend that the proposed level of parking provision is increased to 3 no. spaces in accordance with LPGN 16 requirements. The submitted plan does not demonstrate the provision of a suitable turning facility within the curtilage of the site.

I would recommend that the applicant submits a revised layout plan indicating a centrally located access maximizing visibility in both directions. The revised plan shall indicate the provision of 3 no. parking spaces and a suitable turning facility.

I would recommend that the access is at least 3.0m wide and is surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary with no gates being erected within 5m of the highway boundary. No private surface water shall be permitted to flow from the development site onto the adjoining highway.

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

1. Visibility splays maximizing visibility from the proposed access have not been demonstrated on the submitted layout plan.
2. The proposed development site does not make adequate provision for the parking of vehicles clear of the public highway.
3. The proposed development site does not make adequate provision for the turning of vehicles clear of the public highway.

However, if the applicant were to satisfactorily address the above issues then I would recommend that any permission include the following conditions:-

CONDITIONS

ZJ21 MAXIMISING VISIBILITY

038R Nothing shall be planted, allowed to grow or erected to a height greater than 1 metre in height above the level of the nearside edge of the adjoining carriageway for a distance of 2.4 metres measured back from the adjoining highway along the entire site frontage. The splays shall be provided prior to first use of the development and shall thereafter be retained clear of any such obstruction.

ZJ11 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 3.0 metres.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09 NO GATES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ23 (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Supplementary Notes

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

P. Palmer

Infrastructure and Planning Manager

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