

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0842	Your Ref:	SEH/P/2009/0842
Date:	21 st October 2009		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 339 498 25 Rivulet Road, Wrexham.
Development: Conversion of existing house (two storey) and garage to create 3 no. 1 bed flats and associated groundworks.

I refer to your consultation dated 14/10/09 in respect of the above.

The proposed development site is served off Hightown Road which is a classified road subject to a 30mph speed limit. A one way system is in operation along Hightown Road restricting traffic to flow in a southerly direction.

Any proposed / existing access would normally be required to provide a visibility splay of 2.4 x 56m in the northerly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is inadequate in the northerly direction providing a splay of approximately 2.4 x 6m measured to the nearside edge of the adjoining carriageway. Visibility is impeded in this direction by the existing 1.3m high boundary fence. Even with the removal of this boundary fence, it does not appear possible to achieve the required splay over land under the applicant's control. No details have been provided with this application demonstrating how the required visibility splay is to be provided in the northerly direction.

The development site is located off a private drive which provides access to more than 5 dwellings. It is current Council policy that no more than 5 dwellings be served off an existing private drive unless it is to an adoptable standard. This is because above 5 dwellings it is considered that the volume of traffic will be such as to give rise to additional danger to pedestrians, cyclists and road users generally unless minimum standards are met.

The existing shared access / private driveway serving the development site is only 3.8m wide and cannot facilitate the simultaneous passage of 2 no. vehicles. Such an access / driveway would normally require a minimum width of 4.8m.

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

The existing property is 3 bedroomed and provides parking for 3 no. vehicles which is the maximum no. of spaces required by LPGN 16.

The proposed development is for 3 no. 1 bed roomed flats which would normally require a maximum of 4.5 spaces in accordance with LPGA 16. Given the sustainable nature of the site, I would consider 1 no. parking space per flat to be acceptable. However, only 2 no. spaces have been proposed.

Turning provision at the proposed development site appears restricted and may result in vehicles reversing out onto the adjoining highway.

However, any proposed development which would result in an increase in traffic movements at the development site would not be supported on highway grounds. The proposed development is considered likely to result in an increase in traffic movements through this substandard access.

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

1. There is restricted visibility at the existing / proposed access and increased use would increase the likelihood of danger to road users.
2. The proposed shared access is of inadequate width.
3. The dimensions of the site appear insufficient to accommodate feasible turning within the curtilage of the site.
4. The proposed development does not make adequate provision for the parking of vehicles clear of the public highway.
5. The existing private drive already serves in excess of 5 no. dwellings.


Operational Manager Traffic & Transportation