

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0638 **Your Ref:** SJG/P/2020/0638
Date: 8th March 2021

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

Location: O. S Grid Ref: 282 512 Land adjacent to 68 High Street, Coedpoeth, Wrexham.
Development: Erection of detached dwelling.

I refer to your consultation / email dated 28/10/2020 in respect of the above.

Access

The proposed development site is located on the High Street (A525) which is busy, classified road subject to a 30mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving the development site is adequate in the south easterly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 16m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing BT control boxes, street lighting column and boundary wall pillar.

I understand that the existing single garage is not linked / associated with any other nearby property which may rely on this site for off-road parking provision.

I would normally therefore be unable to support any proposed development that would result in any significant increase in vehicle movements utilising this substandard access.

The existing access is approximately 2.8m wide. I would normally recommend a minimum access width of 3.2m. The access is served by an existing dropped kerb.

If supported, any proposed access would need to be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the adjoining highway.

No private surface water run-off shall be permitted to flow onto the adjoining highway. An Aco drain or similar would be required across the proposed access to intercept such run-off.

Parking &Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the site for the proposed dwelling. I would recommend that parking at the site is provide in accordance with LPGN 16 maximum standards which would require 3 spaces for a 4 bed dwelling. It would appear possible to provide adequate parking.

However, any proposed development of this nature should provide turning within the curtilage of the site as it fronts a classified road. The site has insufficient space to provide adequate parking.

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

1. There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.
2. The proposed development does not make adequate provision for the turning of vehicles clear of the public highway.

However, if the proposed site is in daily use as suggested by the submitted Highways Assessment then it may be viewed that the access will not generate any significant increase in vehicle movements compared with existing.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer Environment & Technical