

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0247 **Your Ref:** MP/P/2020/0247
Date: 20th July 2020

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

Location: O. S Grid Ref: 324 537 Land to rear of 3 & 4 Willow Cottages, Glanllyn Road, Bradley, Wrexham.
Development: Outline application for 2 Dwellings (All Matters Reserved).

I refer to your consultation / email dated 10/07/2020 in respect of the above.

Access (Reserved Matter)

The proposed development site is located off Little Meadows which is an unclassified, residential cul de sac subject to 30mph speed limit.

I would normally recommend any proposed shared access of this nature is a minimum width of 4.5m wide, paved with hard bound materials for a minimum distance of 5m behind the highway boundary with no gates.

The proposed shared access indicated on submitted layout plan (Drg no. WCB-CH-X-X-DR-A-061001 Rev P01) is 4.5m wide. However, the proposed access encroaches onto the existing driveway by approximately 0.4m which is considered unacceptable. The existing brick pillar would need to be retained to protect the existing lighting column to the side of the access.

The proposed geometry of the shared access would not be able to accommodate 2 cars sitting side by side clear of the adjoining highway which is considered unacceptable.

There is a significant difference in levels between the proposed developments site and Little Meadows. Any proposed access would need to be no steeper than 1:8.

It is not clear who owns the existing boundary fence / wall. The applicant would need permission from the legal owners to create any access through this wall. The applicant would need to check with our Structures Engineer (Roger Davies – Tel: 01978 729736) as to the status of any wall that may support the existing highway.

Parking and Turning Provision (Reserved Matter)

Adequate parking would need to be provided within the curtilage of the site ie/ compliant with LPGN 16 maximum standards.

There would appear to be less than 6m clearance behind the majority of the proposed parking spaces for maneuvering.

In conclusion, I would be unable to support the proposed development for the reasons highlighted above.

A handwritten signature in blue ink, appearing to read 'K. O'Connell', is written in a cursive style.

Chief Officer, Environment & Technical