

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0244 **Your Ref:** SJG/P/2020/0244
Date: 17th July 2020

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 288 456 Garnedd, Stryt Issa, Pen y Cae, Wrexham.

Development: Demolition of existing bungalow and outline application to erect 2 no. pairs of semi detached dwellings with access and parking.

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

Access (Reserved Matter)

The proposed development site is located on an unadopted road off Stryt Issa which is a classified road subject to 20mph speed limit. Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is adequate in the westerly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. Visibility in the easterly direction is approximately 2.4 x 25m measured to the nearside edge of the adjoining highway but is partially impeded by the existing telegraph pole located to the side of the private access road.

Forward visibility for vehicles turning left off Bridge Street to vehicles waiting to turn right into the unadopted road is poor and does not appear to meet current highway standards.

The existing unadopted road is approximately 4.7m wide and reduces in width to typically less than 4.1m along most of its length.. The unadopted road is paved with hard bound materials at the access and takes the form of a dropped kerb vehicular access. The access road cannot accommodate the simultaneous passage of 2 vehicles has no suitable turning head for larger vehicles ie/ deliveries, refuse vehicles. The private road has no footways or service strips for pedestrians to stepaside.

The unadopted access road already serves approximately 12 dwellings. I would normally therefore be unable to support any proposed development that would result in any significant increase in vehicle movements through this existing access.

Parking and Turning Provision (Reserved Matter)

Adequate parking and turning provision would need to be provided within the curtilage of the site.

The existing access road has no suitable turning head for larger vehicles ie/ deliveries, refuse vehicles.

In conclusion, I would be unable to support any additional development off this unadopted road for the reasons highlighted above.

A handwritten signature in blue ink, appearing to read 'K. O'Connell', is written over a faint, circular official stamp.

Chief Officer, Environment & Technical