

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0202 **Your Ref:** SEH/P/2020/0202
Date: 3rd July 2020

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

Location: O. S Grid Ref: 315 485 Spik N Spanna, 97A Wrexham Road, Rhostyllen, Wrexham.
Development: Demolition of existing buildings and outline application (All Matters Reserved Except Access) for dwellings.

I refer to your consultation dated 01/07/2020 in respect of the above.

Access

The proposed development site is located on the A5152 Wrexham Road which is a busyclassified, residential road subject to a 30mph speed limit.

Based on typical speeds of 30mph, 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 the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving the development site is inadequate in both directions providing splays of approximately 2.4 x 4m in the north easterly direction and 2.4 x 23m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary fence of the adjoining car park (3rd party land) in the south westerly direction and would need to cut across 3rd party land of adjoining property in the north easterly direction.

I would normally therefore be unable to support any proposed development that is likely to result in an increase in vehicle movements through this substandard access. However, the existing car servicing / car sales business is considered likely to generate significantly more daily vehicle movements than the proposed 2 no. dwellings indicated on the submitted layout plan (Drg. No. 20-008 PL03).

The existing access serving the development site is approximately 5.2m wide reducing to 4.5m wide at a distance of 5m behind the adjoining carriageway and is capable of accommodating two cars simultaneously (side by side) clear of the adjoining carriageway. The access / driveway is typically 3.2m wide beyond this point. The access is paved with hard bound materials.

I would recommend that no gates are erected at the development site.

Parking and Turning Provision (Reserved Matter)

Although a reserved matter, I would recommend that each property is provided with adequate parking and turning provision.

I therefore have no objections in principle to the proposed development.

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 blue ink, appearing to read 'K. Lewis', is written in a cursive style.

Chief Officer, Environment & Technical