

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0719 **Your Ref:** SEH/P/2019/0719
Date: 27th September 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 346 492 173 Kingsmills Road, Wrexham.

Development: Erection of 1 no. Three Bed Dwelling and Access Arrangements.

I refer to your consultation dated 24/09/2019 in respect of the above.

Access

The proposed development site is located on Kingsmills Road which is a 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.

The existing access serving Rosebank provides visibility splays in excess of 2.4 x 43m in both directions. The existing access is approximately 10m wide reducing to around 4.5m wide at 5m behind the adjoining carriageway. Beyond this point the driveway reduces to around 4m and cannot accommodate the simultaneous passage of 2 vehicles.

I would normally recommend that any proposed access of this nature be at least 4.8m wide with any gates being setback at least 5m behind the highway boundary or preferably no gates.

I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway boundary. No private surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be constructed across the access to intercept any such run-off.

There are 2 existing public footpaths which run close to the eastern boundary of the development site which would need to be protected / maintained as part of any proposed development. I would recommend that you contact Sean Hanratty (WCBC Public Rights of Way Section) on Tel: 01978 729761 to discuss the implications of the proposed development. These footpaths exit onto the footway in close proximity to the existing / proposed vehicular access.

I would raise concerns as to the potential conflict of vehicles / pedestrians in this location should the proposal be supported. If vehicles entering / exiting the site attempt to do so at the same time then the vehicle already on Kingsmills Road is likely to stop and wait in the highway whilst the other vehicle exits the site. This has the potential to cause rear end collisions with vehicles coming downhill along Kingsmills Road.

In order to improve the situation, I would recommend that the applicant considers widening the existing access which will become shared to a minimum width of 4.8m for a minimum distance of 5m beyond the public footpath access. This would allow 2 vehicles to sit clear of the adjoining highway and public footpath access.

The submitted layout plan (Drg. No. PL/RO/102 Rev A) appears to indicate the proposed widening of the access as indicated above which would be considered acceptable. However, the annotation of the access details on the submitted plan is blurred / unclear. **Could you please ask the applicant to provide a revised plan clearly indicating this detail.**

Parking & Turning Provision

In terms of parking & turning provision at the development site, I comment as follows:-

Adequate parking and turning provision would need to be provided within the curtilage of the site for each plot. I would recommend that parking provision is provided in accordance with LPGN 16 maximum standards.

I understand that the existing dwelling is 4 bedroomed (max. requirement of 3 spaces) and the proposed dwelling is 3 bedroomed (max. requirement of 3 spaces). LPGN 16 no longer includes garages as contributing to parking provision.

The submitted layout plan (Drg. No. PL/RO/102 Rev A) only appears to indicate 2 spaces per dwelling. **I would recommend that the applicant submits a revised layout plan indicating the provision of 3 spaces per dwelling.**

A minimum 6m clearance would normally be required behind each space to facilitate turning. **Could you please ask the applicant to demonstrate / annotate this detail on a revised layout plan.**

I await the requested information.

Supplementary Notes

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

Note to Applicant:

Public Footpaths No.9 & 24 - Wrexham run close to the eastern boundary of the development and should not be interfered with. I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Peter Dathewante

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Chief Officer, Environment & Technical