

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2018/0456 **Your Ref:** MP/P/2018/0456
Date: 19th August 2019

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

Location: O. S Grid Ref: 332 506 11 Grosvenor Road, Wrexham.

Development: Alterations And Renovations Including Re-Building Walls, New Rear Windows And Doors, Re-Roofing of Property, Replacement Gutters And Downpipes, Rear Door, Erection of 1 M High Metal Fence, Improvements to Car Park and Associated Landscaping and Drain.

I refer to your consultation dated 07/08/2019 in respect of the above.

Access

The proposed development site is located on Grosvenor Road which is a busy, classified road subject to a 30mph speed limit.

Assuming speeds of 30mph, any proposed / existing access 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.

The existing access has recently been modified to provide improved visibility (removal of tree / vegetation) and removal of section of front boundary wall to increase access width.

Visibility from the access is adequate in both directions providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The access was previously only 3.2m wide and could accommodate the simultaneous passage of 2 no. vehicles. However, the access has since been widened to approximately 5.1m wide which is adequate to accommodate the simultaneous passage of 2 vehicles. However, a section of footway fronting the widened access has not been lowered accordingly (ie/ 2 transition kerbs still in place). **I would recommend that a condition is included which requires the lowering of the kerb fronting the widened access (Section 184 consent required).**

The modified access is partially surfaced with loose bound materials. **I would recommend that the access is surfaced with hard bound materials ie/ bitmac for a minimum distance of 5m behind the adjoining highway.**

I would recommend that no gates are erected within 5m of the highway boundary

I would recommend that an Aco drain or similar is installed across the access to prevent any private surface water flowing onto the adjoining highway.

Parking & Turning Provision

Parking and turning space to the front of the building is very limited . **I would recommend that further details are requested indicating how any proposed parking spaces will be marked out (ie/ white lining material or painted) on site to optimize the available parking & turning space.**

As turning space is very restricted within the curtilage of the site. it may be considered appropriate to request a "Service & Delivery Vehicle Management Plan" which could restrict the size of vehicle delivering to the site depending on future use of the site.

The submitted layout plan (Drg. No. 1210/240.01a) appears to indicate the formation of internal access points either side of the building leading to a potential parking area at the rear of the site.

The internal access on the northern side of the building is only approximately 2m wide and is of inadequate width for vehicles to pass through. The internal access on the southern side of the building is approximately 2.9m wide and would allow the passage of vehicles to the rear of the site.

It is unclear as to the details of any parking / turning area to the rear of the site. **A layout plan indicating parking spaces and turning areas would be useful.** Details of any proposed alternative business at the site will be required to ensure that adequate parking and turning provision is provided.

I await the requested information.

Supplementary Notes

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

Peter Oathwaite

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Chief Officer, Environment & Technical