

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0684 **Your Ref:** SEH/P/2019/0684
Date: 1st October 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 361 475 1 The Ridgeway, Marchwiell, Wrexham.

Development: Conversion of existing detached garage to annex to provide additional living accommodation and front extension to dwelling.

I refer to your consultation dated 12/09/2019 including site layout plan (Drg. No. 2019/TRW/01) in respect of the above.

Access

The proposed development site is located on the A525 Bangor Road which is a classified road subject to a 30mph speed limit.

Based on speeds of 30mph, any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing / proposed access appears adequate providing splays in excess of 2.4 x 56m in both directions.

The existing access is 3.5m wide and is fronted by a 3.2m wide footway. The access is currently unable to accommodate the simultaneous passage of 2 vehicles. The access is paved with loose bound materials.

I would normally recommend that any proposed shared access is a minimum width of 4.8m for a minimum distance of 5m behind the highway boundary. Any proposed access shall be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the adjoining highway (preferably no gates erected).

However, as the proposed development is for an annex, it is normally assumed that this will not result in any significant increase in vehicle movements at the property. However, I would recommend that no gates are erected and suggest that the access is surfaced with hard bound materials for a minimum distance of 5m behind the back of footway.

Parking & Turning Provision

There would appear to be sufficient space for at least 4 cars plus a turning facility within the curtilage of the site which is considered adequate to serve the proposed development. However, no details of the proposed parking and turning provision has been provided.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

- ZJ23** **(PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained. and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.
- ZJ09** **NO GATES WITHIN 5 METRES**
033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.
- ZJ07** **ACCESS SURFACE (5 metres)**
043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.
- ZG15** **USE TO BE ANCILLIARY TO HOUSE**
NONSTD The annex shall only be used for purposes ancillary to the use of the dwelling as a single dwelling house and for no other purpose.

Supplementary Notes

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

Pete Doughty

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Chief Officer Environment & Technical