

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/P/2019/0044	Your Ref:	SEH/P/2019/0044
Date:	7 th February 2019		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 346 542 Greenoge Cottage, Pikey Lane, Gresford, Wrexham.

Development: Two-Storey Extension to Side and Rear and Erection of Garage.

I refer to your consultation dated 24/01/2019 in respect of the above.

Access

The development site is located on Pikey Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Assuming typical speeds of 30mph, any proposed / existing access serving the development site would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 12m in the northerly direction and 2.4 x 23m in the southerly direction measured to the centreline of the adjoining highway. Visibility is restricted in both directions by the existing hedgerow.

I would suggest that the applicant considers lowering the existing hedgerow either side of the access to maximize visibility from the existing access.

The existing access is approximately 9m wide and around 3m deep and is capable of accommodating a single vehicle / car. The access is paved with hard bound materials and is gated at approximately 3m behind the adjoining highway.

Parking & Turning Provision

The property (3 bedrooms) currently provides off-street parking for at least 3 cars. However, no turning provision is available at the property.

The proposed development (4 bedrooms) will still provide 3 off-road parking spaces, although one of the spaces is located on the main access in front of the existing gates which is not ideal.

I would suggest that the applicant considers providing adequate parking inside the access gate whereby all 3 spaces could be independently accessible. There would also appear to be scope to provide a turning area within the curtilage of the site.

However, given that adequate parking provision is being provided / maintained at the site, I would have no objections to the proposed development on highway grounds.

Supplementary Notes

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



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