

MEMORANDUM



From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2017/0593

Your Ref: KH/P/2017/0593

Date: 18th July 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 371 573 1 Moss Green, Rossett, Wrexham.

Development: Conversion of existing garage into additional accommodation and erection of new detached garage.

I refer to your consultation dated 18/07/2017 in respect of the above.

The proposed development site is located on an unclassified, residential road (cul de sac) subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 10mph given the geometry of the road.

I assume that the existing dwelling is 4 bedroomed. LPGN 16 would normally require a maximum of 3 parking spaces for such a property. The existing dwelling appears to provide off-road parking for up to 5 no. vehicles ie/ 2 cars in the double garage and 3 cars on the existing driveway.

It is proposed to convert the existing double garage into additional accommodation making the property 5 bedroomed. I assume that the existing driveway would remain providing 3 car spaces. However, this detail is not clearly indicated on the submitted layout plan. **Could you please ask the applicant to clarify / indicate this detail on a revised layout plan.**

LPGN 16 no longer includes garages as contributing to parking provision. Any proposed driveway fronting the proposed garage would need to be a minimum depth of 5.5m (back of footway to garage door). Any proposed access / driveway would require hard bound surfacing for a minimum distance of 5m behind the highway boundary. An Aco drain or similar may be required across the access / driveway to intercept any private surface water run-off **Could you please ask the applicant to indicate / annotate this detail on a revised layout plan and also indicate whether the proposed driveway is double or single width (see attached detail).**

In terms of the position of the proposed garage, I comment as follows:-

A pre-application enquiry has recently been submitted and commented upon in respect of the proposed erection of around 130 dwellings on land located to the east of the development site off Holt Road. If supported, this proposal may result in significant access / pedestrian crossing improvements along Holt Road located immediately north of the proposed development site. The footway link running alongside the proposed garage linking Holt Road to Moss Green is already well used by schoolchildren / parents accessing the nearby schools and will be an important link to village amenities if the proposed residential development is approved (130 dwellings).

This footway link is only 1.8m wide and is already encroached upon by a mature laurel hedge belonging to no. 4 Moss Green. This important footway link is likely to feel enclosed if the garage is located up against the highway boundary. It would be considered beneficial to set the garage back at least 1m away from the highway boundary if possible with any boundary treatment being limited to a maximum height of 1m.

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.

Peter Woodhams

LM Service Manager Environment

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

