

# MEMORANDUM

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**From:** Service Manager Environment                      **To:** Head of Environment and Planning  
**Our Ref:** EP/DC/PP/2017/0415                      **Your Ref:** MP/P/2017/0415  
**Date:** 24<sup>th</sup> May 2017

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**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 353 511 Land to the rear of 22 Bryn Estyn Road, Wrexham.

**Development:** Erection of 3 no. dwellings – 1 no. pair of semi-detached and 1 no. detached with associated garages, parking and access arrangement.

I refer to your consultation dated 22/05/2017 including layout plan (Drg. No. C077/012 Rev E – Dated May 2017) in respect of the above.

The proposed development site is located off Thornleigh which is an unclassified, residential road subject to a 30mph speed limit.

Visibility at the existing Thornleigh / Cefn Road junction is adequate proving splays in excess of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway.

It is proposed to construct 3 additional dwellings off the existing private driveway at the north eastern end of the estate. The existing shared private driveway already serves 3 no. dwellings. The existing private driveway is typically 4.5m wide which is considered adequate to facilitate the simultaneous passage of 2 no. vehicles. I would recommend that any extension the existing driveway is maintained at a minimum width of 4.5m.

The proposed turning head indicated on the submitted layout plan is considered adequate.

Parking provision for each dwelling shall comply with LPGN 16 requirements. I would suggest maximum parking provision is provided for each dwelling in this location. LPGN 16 does not include garage spaces as contributing to parking provision. Plot no. 5 only appears to have 2 no. spaces which may result in parking within the turning head.

Any proposed individual driveway will require 6m clearance behind for turning purposes. Plot no. 4 does not have 6m clearance behind its driveway for maneuvering. This is likely to result in vehicles having to cut across front lawns and possibly the lawned area opposite the dwelling.

I assume that an appropriate legal agreement will be required between the existing owners of the shared driveway to allow any potential occupants of the new dwellings to use the existing shared driveway. However, I assume that future maintenance of the unadopted road will be managed by a private management company.

I would therefore have no objections to the proposed development on highway grounds and recommend any permission includes the following conditions:-

#### **CONDITIONS**

- |                       |                                                                                                                                                                                 |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ZJ41</b><br>026R   | <b>GENERAL LAYOUT</b><br>Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. <b>C077/012 Rev E – Dated May 2017</b> . |
| <b>NONSTD</b><br>039R | <b>CARRIAGEWAY WIDTH (UNADOPTED ROAD)</b><br>The unadopted road hereby approved shall be a minimum width of 4.5 metres.                                                         |
| <b>NONSTD</b><br>026R | <b>PRIVATE MANAGEMENT COMPANY</b><br>The unadopted estate road shall be maintained in perpetuity by a private management company.                                               |

#### **Supplementary Notes**

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

*Peter O'Donnell*

*an* Service Manager Environment