

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0145 **Your Ref:** MP/P/2017/0145
Date: 27th February 2017

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. detached dwellings with associated garages, parking and access.

I refer to your consultation dated 21/02/2017 including layout plan (Drg. No. C077/012 Rev D – Dated Dec 2016) 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 to be of insufficient size. I would recommend that a suitable turning head is provided off the private driveway which can accommodate the turning movements of a medium sized delivery vehicle (see attached detail). **I would recommend the submission of a revised layout plan indicating the above detail.**

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. Any proposed individual driveway will require 6m clearance behind for turning purposes. Plot nos. 3 & 4 do not have 6m clearance behind driveways for maneuvering. **I would recommend the submission of a revised layout plan indicating the above detail.**

The proposed driveways do not comply with WCBC standard requirements (see attached detail). **I would recommend the submission of a revised layout plan indicating the above detail.**

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.

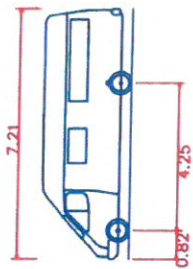
Providing the above issues can be addressed, I would have no objections in principle to the proposed development on highway grounds. I await the requested information.

Supplementary Notes

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

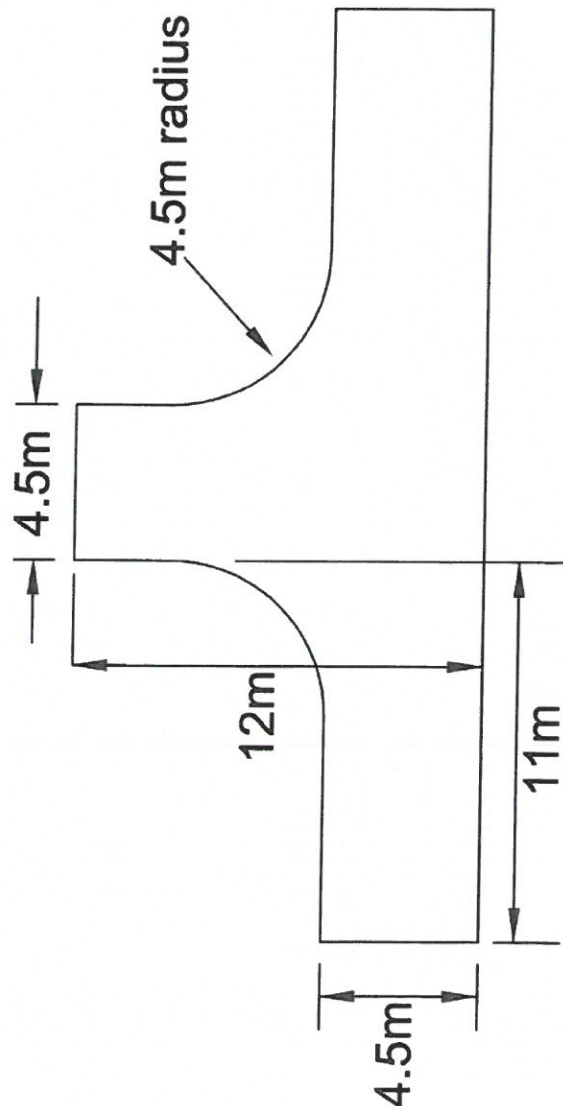
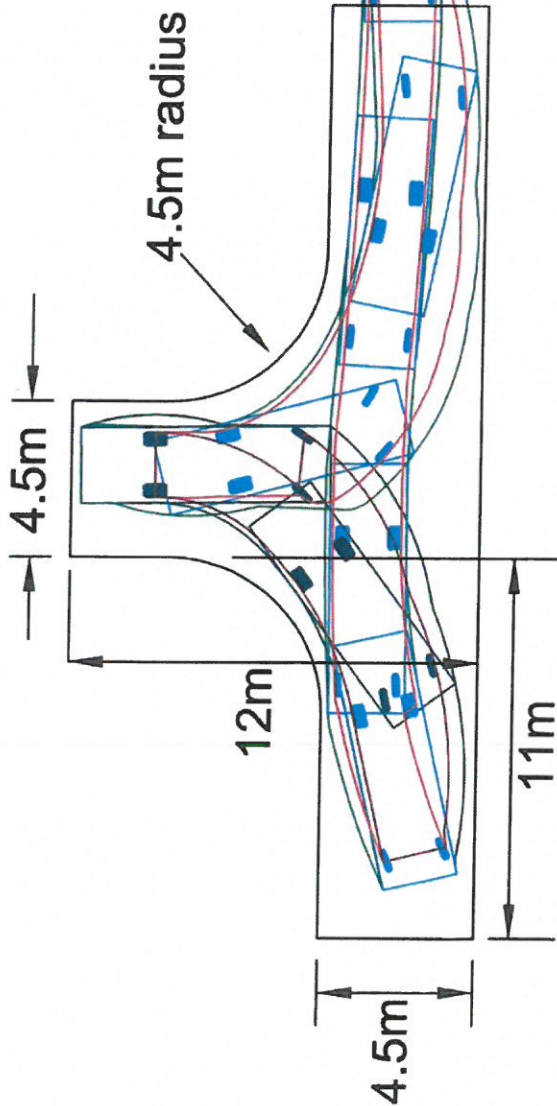
peter wormswarte

sp Service Manager Environment



7.5t Panel Van
 Overall Length
 Overall Width
 Overall Height
 Min Body Ground Clearance
 Track Width
 Lock to Lock Time
 Kerb to Kerb Turning Radius

7.210m
 2.192m
 2.544m
 0.316m
 1.865m
 4.00s
 7.400m



Scale 1:200

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

