

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0122	Your Ref:	PF/P/2017/0122
Date:	17 th February 2017		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 368 518 Land at rear of and adjacent to Gredington Arms, Holt Road, Llanypwll, Wrexham.

Development: Outline application for residential development (up to 5 dwellings), access and associated parking.

I refer to your consultation dated 16/02/2017 in respect of the above.

The proposed development site is located on Holt Road which is a rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph given the geometry of the road.

Access

Based on assumed speeds of 40mph, any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing access (which previously served the public house car park) is approximately 2.4 x 80 m in the westerly direction and in excess of 2.4 x 120m in the easterly direction measured to the nearside edge of the adjoining highway. Visibility is restricted in the westerly direction in that the required splay cuts across 3rd party land.

However, the proposed 5 dwellings are unlikely to generate more vehicle movements than those movements which could have potentially been generated by the former public house. On this basis, I would have no objections to the proposed development being served off the existing public house car park access.

I would recommend that the current splays provided at the existing access are provided / maintained if the application is supported.

The existing access varies in width from approximately 9.7m at the main entrance to a minimum of 5m half way up the access road and is considered adequate to accommodate the proposed development. The existing access is surfaced with hard bound materials.

It is unclear from the submitted information as to what is proposed for the existing public house itself. On the assumption that conversion to flats may be considered in the future, I would suggest that any associated access / parking utilizes the existing car park access. Consideration could possibly be given at this stage to accommodate such provision (ie/ parking) within the proposed layout for the 5 no. dwellings.

Although the following aspect of the development is a reserved matter, I would like to make the following observations:-

Layout (Reserved Matter) Drg. No. ST-01 Rev P1

- The proposed access road shall be a minimum width of 4.8m.
- The proposed turning head is of insufficient size to accommodate the turning movements of an 11.2m long refuse vehicle. Any proposed turning head will need to comply with current WCBC standards (see attached details).
- Given the relatively remote location of the site, I would recommend maximum parking provision for each dwelling in accordance with LPGN16 (garage spaces excluded). A 3 or 4 bedroomed dwelling would normally require 3 spaces in this instance.
- Parking & private driveways for each dwelling shall comply with WCBC standards.

I therefore have no objections in principle to the proposed development in terms of access.

Supplementary Notes

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

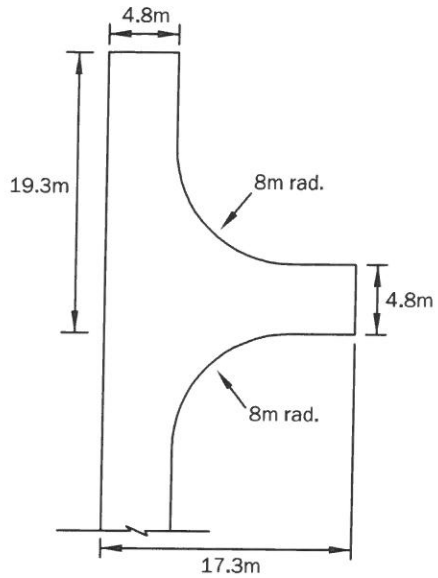
Patricia M. Wainwright

PM Service Manager Environment

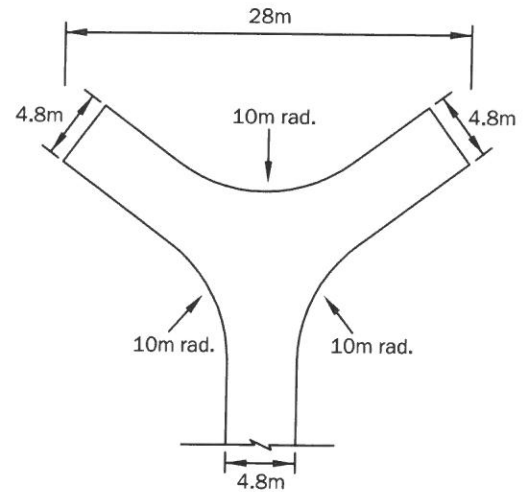
Turning Areas

4.8m Wide Carriageway

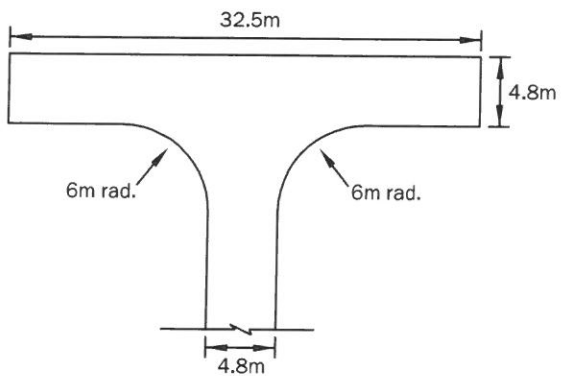
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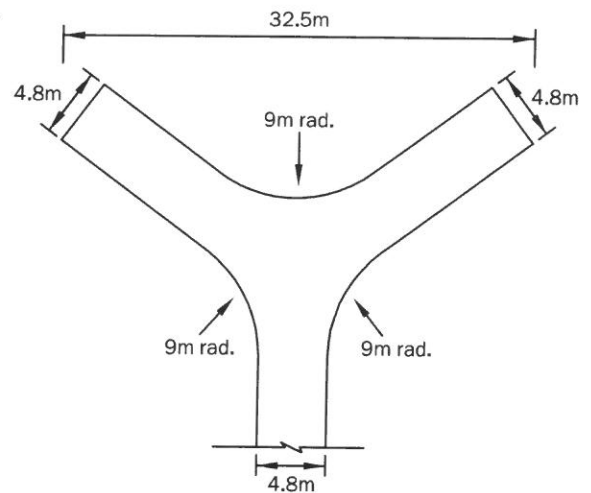
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Note:

Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500