

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/1031 **Your Ref:** SEH/P/2016/1031
Date: 15th November 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 362 513 Sharvin Former School Room, Rear of Bryn Estyn Court, off Bryn Estyn Road, Wrexham.

Development: Conversion of redundant building into 2 bedroom dwelling.

I refer to your consultation dated 08/11/2016 in respect of the above.

The proposed development site is located on Bryn Estyn Road which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph in the vicinity of the development site given the geometry of the road along this section.

Access to motor vehicles / motorcycles just beyond Bryn Estyn Court to the east is prohibited and Bryn Estyn Road is gated at this point.

Any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 33m in the westerly direction measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing access serving the development site onto Bryn Estyn Road is adequate in the westerly direction providing a splay in excess of 2.4 x 33m measured to the centerline of the adjoining highway.

The proposed development is accessed off an existing access serving Bryn Estyn Court. Bryn Estyn Court is a private development comprising 8 no. dwellings. The existing access is 4.5m wide and can accommodate 2 no. vehicles side by side clear of the adjoining carriageway.

The private estate road leading to the proposed developments site is typically narrow and circuitous and it is difficult for vehicles to pass each other. However, this does not impact on the adjoining highway.

There is no formal turning head provided within the existing layout and I assume only relatively small delivery vehicles would be able to access the site to the rear and turn around subject to a number of spaces being empty in this location. I understand that any refuse vehicles have to service the site off Bryn Estyn Road itself and turnaround in this location. However, I am not aware of any issues in respect of such arrangements given that there is no access to motor vehicles beyond the site in the easterly direction. Given that the proposed development is for a single dwelling only, I would not object to the development on the grounds of limited turning provision.

In terms of parking provision at the development site, I comment as follows:-

There would appear to be 19 spaces allocated to the existing dwellings within Bryn Estyn Court which equates to approximately 2 spaces per dwelling. The submitted Design & Access Statement suggests that there are 4 no. parking spaces located to the south of the building. It is suggested that two of these spaces could be allocated to the proposed dwelling. However, given the restricted nature of this parking area, it would only appear possible to provide 2 no. spaces in this location. I understand that these two spaces are allocated to no. 3 Bryn Estyn Court.

There would therefore appear to be no parking provision available for the proposed dwelling within the existing complex which is unacceptable given the relatively remote location of the site. LPGN 16 would normally require a maximum of 2 no. parking spaces for such a development. I would normally recommend that 2 no. parking spaces are provided for such a development in this location.

I would normally therefore recommend that the application be **REFUSED** for the following reason:-

The proposed development does not make adequate provision for the parking of vehicles clear of the public highway.

However, if the applicant was able to provide adequate parking provision (ie/ an additional 2 no. spaces) for the proposed dwelling and demonstrate this on a suitably scaled layout plan, then I would have no objections 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.



 Service Manager Environment