

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning

Our Ref: EP/DC/PP/2016/1072 **Your Ref:** SEH/P/2016/1072

Date: 6th December 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 522 158 Chester Road, Wrexham.

Development: Conversion of first floor flat into 2 no. Residential Units.

I refer to your consultation dated 05/12/2016 in respect of the above.

The development site is located on the corner of Chester Road (Classified) and Glyndwr Road (unclassified) which are both subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph along this section of Glyndwr Road given the proximity to the junction with Chester Road.

The existing frontage of the site (fronting Chester Road) currently provides parking for up to 4 no. cars for the existing ground floor kitchen retail unit. There would also appear to be 2 no parking spaces behind each other alongside the existing retail unit. I assume that these 2 no. spaces are allocated to the existing 2 bedroom flat. These 2 no. spaces have no suitable turning provision and typically have to reverse out onto Chester Road which is not ideal. In order to support the proposed development, I would recommend that access to these 2 spaces is removed by an appropriate boundary treatment ie/ low wall between side of shop and back of footway. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

Existing parking and turning arrangements along the Chester Road frontage are poor with inadequate dropped kerb provision. Vehicles also have to access onto a very busy classified road in close proximity to the existing junctions of Glyndwr Road and Kenyon Avenue which is not ideal.

In terms of the proposed access / driveway onto Glyndwr Road, I comment as follows:-

Assuming typical speeds of 20mph along this section, any proposed access would normally be required to provide visibility splays of 2.4m x 25m measured to the nearside edge of the adjoining highway with nothing erected / planted greater than 1.0m in height above the adjoining highway in accordance with Manual for Streets.

It would appear possible to provide the required splays from the proposed access off Glyndwr Road. However, this will require the lowering of the existing boundary wall along the site frontage. **Could you please ask the applicant to indicate the above detail / required splays on a revised layout plan**

Any proposed access of this nature would normally be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of footway in which there shall be no obstruction to visibility greater than 0.6m above the adjoining footway. **Could you please ask the applicant to indicate the above detail / required splays on a revised layout plan.**

The proposed level of parking provision ie/ 3 no. spaces for the 2no. proposed flats is considered adequate.

The proposed access will need to be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary.

The applicant will be required to apply for s.184 consent to lower the kerb and strengthen the footway at the proposed access location.

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.

per workmate

LM Service Manager Environment