

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/P/2012/0219	Your Ref:	SJG/P/2012/0219
Date:	6 th November 2012		

Town and Country Planning Act 1990

Section 78 Appeal @ 49 Park Avenue, Acton, Wrexham.

I refer to your consultation / email dated 01/11/2012 in respect of the above.

Having visited the proposed development site on 06/11/2012, I comment as follows:-

The applicant appears to have widened the existing access to 5.0m which is considered adequate to accommodate the simultaneous passage of 2 no. vehicles and serve as a shared access.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

Visibility from the recently modified access remains inadequate in both directions providing splays of approximately 2.4 x 20m to the north east and 2.4 x 11m to the south west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the mature trees located in the verge along this section of Park Avenue. There is also a telegraph pole located in the verge adjoining the access which also impedes visibility from the access in the south westerly direction.

I understand that the applicant wishes to provide up to 6 bedrooms within the property but only proposes single occupancy in each room. I understand that a condition could be imposed to restrict the number of people living at the property. Based on LPGN 5 / LPGN 16 requirements, such a development would normally require 1 parking space per 2 bedspaces. This would equate to 3no.parking spaces being required. This level of parking provision is available at the property. However, if all occupants of the house were to own a car, then parking and turning provision at the site would be considered inadequate. Where several vehicles under separate ownership are parked at such a development, it is important that adequate parking and turning provision is provided to enable each individual vehicle to access the site without being blocked in by other vehicles.

Typical vehicle movements generated by a single dwelling occupied by a typical family is normally considered to be in the region of 11 movements per day. However, it is considered that 6 no. Individual occupants are likely to generate significantly more daily vehicle movements through this access compared with a standard dwelling.

As the proposed development is considered likely to result in an increase in vehicle movements through this substandard access compared with typical movements generated by a single dwelling, I would therefore not be able to support the proposed development for the following reason:-

There is restricted lateral visibility at the existing access and increased use would increase the likelihood of danger to road users,

Network and Infrastructure Manager