

MEMORANDUM

From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0576 **Your Ref:** MP/P/2012/0576
Date: 22nd August 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 353 511 Land to rear of 22 Bryn Estyn Road, Wrexham.

Development: Outline application for erection of 1 no. detached dwelling with associated garage and alterations to existing access.

I refer to your consultation dated 15/08/2012 in respect of the above.

The proposed development site is located on Bryn Estyn Road which is a classified road subject to a 60mph speed limit for the majority of its length. However, the speed limit changes to 30mph approximately half way along the frontage of the development site up to the junction with The Greyhound roundabout. However, I would estimate typical vehicle speeds at being around 30mph in both directions given the geometry of the road fronting the development site.

Any proposed / existing access in this location 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 accordance with Manual for Streets.

The existing access is 3.0m wide, gated 3.9m behind the adjoining carriageway. Visibility from the existing access serving the property is inadequate in both directions providing splays of approximately 2.4 x 4m to the west and 2.4 x 25m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded in the westerly direction by the existing boundary fence and hedgerow. Visibility is impeded in the easterly direction by the vegetation / hedgerow along this section.

Any proposed shared access in this location would need to be at least 4.5m wide, paved with hard bound materials for at least 5m behind the adjoining highway with any gates being setback at least 5m behind the adjoining highway.

The proposed shared access indicated on the submitted layout plan (Drg. No. WO78/002 – Aug 2012) is considered inadequate to serve the proposed development site.

The proposed access only appears to be 3.4m wide and cannot accommodate the simultaneous passage of 2 no. vehicles.

The required visibility splays do not appear achievable from the proposed access. Visibility in the westerly direction would appear to be reliant on crossing 3rd party land. Visibility in the easterly direction would appear to be impeded by an existing telegraph pole located immediately to the side of the access and the existing vegetation / hedgerow along this section of Bryn Estyn Road.

There is an existing side entry gully where the proposed access is to be located. However, this could be replaced with a standard road gully should the application be supported.

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

Turning and parking provision appears adequate for the proposed dwelling. However, there would only appear to be 2 no. parking spaces proposed for the existing 3 bedroomed property. I would normally recommend a minimum of 3 no. parking spaces in this instance. However, there would appear to be ample space within the site to provide full parking provision.

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

1. The submitted layout plan (Drg. No. WO78/002 – Aug 2012) does not indicate how the required visibility splays are to be provided from the proposed access.
2. The proposed shared access is of inadequate width to accommodate the simultaneous passage of 2 no. vehicles.

PJ *Peter Downhwaite*
Network and Infrastructure Manager