

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0278 **Your Ref:** SJG/P/2012/0278
Date: 14th May 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 513 Former Walnut Tree, 130 Rhosddu Road, Wrexham.

Development: Two Storey Extension To Rear.

I refer to your consultation dated 17/04/2012 in respect of the above and revised layout plan (Drg. No. U002/015 Rev B) received on 09/05/2012.

The proposed development site is accessed off Prices Lane which is a classified, residential road subject to a 30mph speed limit. However, Prices Lane is subject to a 20mph speed limit just beyond the existing access (in the easterly direction). However, I would estimate typical vehicles speeds at being around 20mph given the geometry of the road and the proximity of the junction with New Road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is adequate in the easterly direction providing a splay of approximately 2.4 x 36m measured to the nearside edge of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 19m measured to the nearside edge of the adjoining highway.

The existing access is 4.8m wide and is gated 3.1m behind the adjoining carriageway. The existing access width would be considered adequate to serve the proposed development site. However, I would recommend that no gates are erected across the proposed access.

However, the submitted layout plan (Drg. No. U002/015 Rev B) appears to indicate a reduced shared access which is only 3.7m wide. Such an access could not accommodate the simultaneous passage of 2 no. vehicles and is considered inadequate. The access is located near to a busy junction (Price's Lane / New Road). A sub-standard access of this nature will adversely affect the free flow and safety of traffic on the highway and increased danger to pedestrians due to reduced pedestrian visibility.

The submitted layout plan (Drg. No. U002/015 Rev B) indicates the provision of a revised access which is closer to the Price's lane / New Road junction providing a reduced visibility splay of 2.4 x 15m in the westerly direction. I would not support such a proposal which reduces the available visibility compared with the existing access.

I understand that the development is for 15 no. bedrooms including 24 bedspaces but will be restricted / limited to 21 occupants. LPGN 5 would normally require accommodation of this nature to provide 1 parking space per 2 bedspaces. However, a maximum of 21 occupants would equate to the requirement for 11 parking spaces. The proposed car park appears to have 12 no. spaces which is considered adequate.

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

1. **The proposed shared access is of insufficient width to accommodate the simultaneous passage of 2 no. vehicles.**
2. **Visibility from the proposed access indicated on the submitted layout plan (Drg. No. U002/015 Rev B) is considered inadequate in the westerly direction.**

PP 
Network and Infrastructure Manager