# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:**<br>FAO: | Chief Officer Planning & Regulatory<br>Tyler Fox |
| **Our Ref:** | ET/DC/DB/P/2024/1166 | **Your Ref:** | P/2024/1166 |
| **Date:** | 23/10/24 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**PROPOSAL: ADEILADU CYNTEDD A FFURFIO MYNEDFA I GERBYDAU / ERECTION OF PORCH AND FORMATION OF VEHICULAR ACCESS**
**LOCATION: 127 HERBERT JENNINGS AVENUE, ACTON, WREXHAM, LL12 7YT**

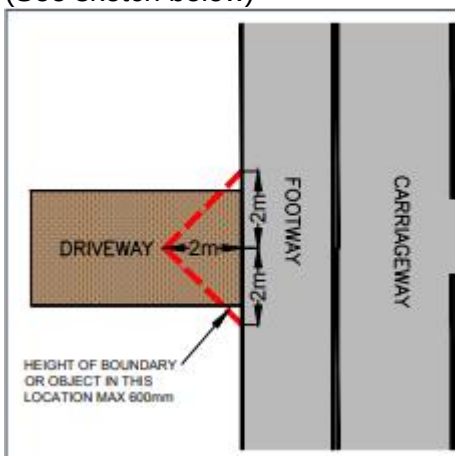
I refer to your consultation / email dated 01/10/24 in respect of the above.

The proposed development site is located on Herbert Jennings Avenue which is an adopted unclassified, residential road subject to a 20mph speed limit.

The proposed development would provide 2 no. off road parking spaces at the property which would potentially reduce the demand for on-street parking along this section, or parking on the landscaped verge.

Vehicular visibility from the proposed access comfortably exceeds 2.4m x 25m in both directions, commensurate with the 20mph speed limit required by Manual for Streets. This is measured from the landscaped verge, which would require a pavement crossing construction to the highways authority's approval at the applicant's expense, including all fees. The applicant would be required to enter into a Section 184 agreement with the Highway Roadworks Team contactable via the email address highwayroadworks@wrexham.co.uk

A 2m x 2m pedestrian inter-visibility splay to the back edge of the footway in both will be required in both directions so that drivers have a clear sight of pedestrians when emerging onto the highway. (See sketch below)



The splays must be kept free of obstructions and any boundary wall/fence or similar obstruction should be no more than 0.6m high, although it is noted in this instance, given the width that the applicant can only control land within their title. Any posts or similar obstructions should be avoided.

There are a number of existing driveways along this section constructed to cross the footpath and landscaped verge, suggesting that the principles of this proposal have already been accepted on numerous occasions.

The driveway should be hard surfaced for at least the first 5m, be design so as not to allow any surface water onto the highway, and exclude any gates.

In this instance, the Local Highway Authority would have no objections to the proposed development subject to the following conditions and communications:-

**CONDITIONS**

**ZJ41** **GENERAL LAYOUT**
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

**NONSTD** **MAXIMISING VISIBILITY**
038R Nothing shall be planted, allowed to grow or erected to a height greater than 0.6 metre in height above the level of the nearside edge of the adjoining carriageway for a distance of 2 metre measured back from the adjoining highway (ie/ back of footway) along the entire site frontage. The splays shall be retained clear of any such obstruction.

**ZJ13** **DROPPED KERB VEHICULAR CROSSING**
026R The vehicular access(es) hereby approved shall take the form of a dropped kerb
E05NA vehicular crossing.

**ZJ07** **ACCESS SURFACE (5 metres)**
043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

**NONSTD** **NO GATES**
033R There shall be no gates or other means of enclosure across the vehicular access point.

**Supplementary Notes**

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



On behalf of The Chief Officer, Environment & Technical