

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0757 **Your Ref:** SEH/2020/0757
Date: 19th April 2021

**49 Russell Street, Cefn Mawr, Wrexham.
Proposed New Driveway, Two Storey Extension and Two Storey Garage.**

Further to your email / consultation dated 23/11/2020 and previous pre application (PRE-2020-032) in respect of the above, I comment as follows:-

Access

The proposed development site is currently accessed off King Street which is a classified road subject to a 20mph speed limit. Any proposed / existing access onto King Street 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.

The submitted layout plan (**Drg. No. RS/PD/07-A - Site Layout as Proposed**) shows the proposed access visibility onto King Street is adequate in the northerly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 7m measured to the nearside edge of the adjoining highway and impeded in this direction by the existing boundary wall. As per the pre application advice and include the full visibility in both direction of 2.4m x 25m. The received layout plan does not indicate the width of the proposed access, we would require 4.5m to enable the simultaneous passage of two vehicles.

The existing access onto King Street via the unpaved track road is closed up. We require additional information to be provided indicating the full extent of the proposals.

An Aco drain or similar would need to be installed across the proposed access to intercept any private surface water run-off and an appropriate calculations to support the discharging of the surface water run off via a soak-away. (**Drg. No. RS/PD/07-A - Site Layout as Proposed**)

Based on the (**RS/PD/07a Site Layout Section as Proposed**), a maximum gradient of 1:10 would be considered acceptable.

Structures

The 1.7m high retaining wall fronting King Street which will need to be lowered / modified to form the access and achieve the required splays. The proposal comes under the remit of Section 167 of the Highways Act. The Retaining Wall will therefore require Technical Approval in strict accordance with CG 300 (*formerly BD 2/12*) of the Design Manual for Roads and Bridges (DMRB) we would recommend that the applicant liaises with our Structures department Tel:01978 729736 to discuss any proposed retaining walls or modification to existing retaining walls that may impact on the adjoining highway that may require technical approval.

Parking and Turning Provision

Adequate parking provision is provided at the proposed development site as per LPGN 16.

Conclusion

Please ask the applicant to provide a more detailed plan of proposed access arrangements including proposed visibility splays as detailed above.

In the absence of the above I would recommend **REFUSAL** for the following reasons:-

- 1. Inadequate information has been submitted to show that the proposal is acceptable in terms of access arrangements including proposed visibility splays.**

However, if the applicant were to satisfactorily address this shortfall in visibility requirements, then we would recommend that any permission be subject to the following conditions:-

CONDITIONS

Conditions

ZJ01 EXISTING ACCESS TO BE CLOSED

026R The existing access as shown on the approved plan no. @@@ shall be
E03N permanently closed up prior to first use of any part of the development
in accordance with a specification of works which has been submitted to
and approved in writing by the Local Planning Authority.

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.

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the
vehicular access point within 5 metres of the highway boundary.

ZJ11 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 4.5
metres

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular
access shall provide visibility splays of 2.4 metres x 25 metres in both
directions measured to the nearside edge of the adjoining highway.
Within these splays there shall be no obstruction in excess of 1 metre in
height above the level of the nearside edge of the adjoining
carriageway. The splays shall thereafter be permanently retained clear
of any such obstruction to visibility.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the
development site onto the adjoining highway. An Aco drain or similar
shall be provided across the approved access to intercept any such run
off prior to first use of the development.

ZJ37 SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the
E06N construction of the following has been submitted to and approved in
E07N writing by the Local Planning Authority:

Detailed layout, design, drainage and construction of the proposed new retaining wall in accordance with CG 300 (BD2/12) of DMRB. The scheme as is approved shall be fully implemented prior to first use of the development.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical