MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/1662 Res(2)	**Your Ref:**	P/2024/1662
Date:	01/05/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ISRANNU ANNEDD I 2 ANNEDD / SUBDIVISION OF DWELLING INTO 2 DWELLINGS

LOCATION: 17 STRYT ISSA, PEN-Y-CAE, WREXHAM, LL14 2PN

I refer to your consultation / email dated 24/03/2025 including revised sketches and photographs in respect of the above.

General

The proposed development comprises the sub-division of an existing 3 bedroom dwelling into a 1 bedroom dwelling and 2 bedroom dwelling. The applicant has indicated that the property did previously comprise of two separate dwellings prior to 1982.

Access

The proposed development site is located on Stryt Issa which is a classified road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measure to the nearside edge of the adjoining highway.

The property has 2 existing access points as follows:-

Westerly Access

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 10m to the west and 2.4 x 3m to the west. Visibility is impeded in the easterly direction by the existing building and by the boundary wall / 3rd party land to the west.

The existing access is gated at around 1.1m behind the edge of carriageway. The access is surfaced with hard bound materials.

The revised sketch plan indicates the widening of the existing access to accommodate 2 cars in tandem. **The LHA would consider the provision of a 5.6m wide access / driveway providing space for 2 cars side by side to be the preferred option.** This will improve access for both vehicles being able to access the site independently and by keeping any obstructions / boundary fencing / hedging at a maximum height of 0.9m as suggested with no gates being erected which will optimise visibility in both directions compared with the existing sub-standard access arrangements. **The LHA recommend the applicant provides a suitably scaled plan indicating the above detail.**

This will require s.184 consent to lower the existing kerbline and form an extended dropped kerb crossing. **The LHA recommend the applicant provides a suitably scaled plan indicating the existing / proposed access width.** Any widened access will require a minimum 5m of hard bound paving behind the highway boundary. Any widened access shall be a minimum width of 5.6m. An Aco drain or similar will be required where the access falls towards the adopted highway. **The LHA recommend the applicant provides a suitably scaled plan indicating the above detail**.

Easterly Access

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 4m to the west and 2.4 x 2m to the east measured to the nearside edge. Visibility is impeded in the easterly direction by the neighbouring building and by the boundary wall and building to the west. **The LHA would suggest that the applicant considers modifying / lowering the exiting boundary wall, gate/railings (ie/ to maximum height of 1m above adjoining carriageway level) to maximise visibility from the existing / proposed access in the westerly direction.**

This access is approximately 3.1m wide and gated at around 1.1m behind the edge of carriageway. The access is surfaced with hard bound materials.

The proposed parking arrangements indicated on the revised sketch plans indicates 2 proposed parking spaces at the rear of the property (side by side). Any proposed 4.8m long parking space would require a minimum clearance of 6m behind each space for turning / manoeuvring. This has not been indicated o the submitted sketch plan. An Aco drain or similar will be required where the access falls towards the adopted highway. **The LHA recommend the applicant provides a suitably scaled plan indicating the above detail**

Both Access Points

The LHA recommend the applicant provides a suitably scaled layout plan indicating the existing / proposed visibility splays from the 2 no. access points indicating how visibility will be maximized (the revised sketch plans do not demonstrate this detail) along the whole site frontage. The LHA recommend the applicant annotates all access, parking, turning dimensions.

The proposed access points would benefit from the removal of any gates. The LHA recommend the applicant considers the above improvements and annotates this detail on a revised layout plan.

Parking & Turning Provision

The existing property has 3 parking spaces split between 2 driveways. The easterly driveway can accommodate up to 2 cars and the westerly driveway can accommodate 1 car.

Based on LPGN 16 requirements, the proposed development would require a maximum of 1.5 car spaces for the 1 bedroom dwelling and 2 spaces (max) for the 2 bedroom dwelling. It is proposed to remove the existing car port at the easterly access and provide 2 cars spaces plus tuning provision

which is considered acceptable. It is proposed to widen the existing westerly access and provide parking for 2 cars.

Ideally, appropriate turning provision should be provided for both properties within the curtilage of the site (no turning provision proposed with the westerly property). However, it would have to be viewed as acceptable to provide parking without turning provision on the assumption that the original 2 properties had no off-street turning provision.

Conclusion

In conclusion, the LHA request the submission of the following additional information:-

- Westerly Access

  The revised sketch plan indicates the widening of the existing access to accommodate 2 cars in tandem. **The LHA would consider the provision of a 5.6m wide access / driveway providing space for 2 cars side by side to be the preferred option in this instance.** This will improve access for both vehicles being able to access the site independently and by keeping any obstructions / boundary fencing / hedging at a maximum height of 0.9m along the entire site fronatge as suggested with no gates being erected which will optimise visibility in both directions compared with the existing sub-standard access arrangements. **The LHA recommend the applicant provides a suitably scaled plan indicating the above detail.**

  This will require s.184 consent to lower the existing kerbline and form an extended dropped kerb crossing. **The LHA recommend the applicant provides a suitably scaled plan indicating the existing / proposed access width.** Any widened access will require a minimum 5m of hard bound paving behind the highway boundary. Any widened access shall be a minimum width of 5.6m. An Aco drain or similar will be required where the access falls towards the adopted highway. **The LHA recommend the applicant provides a suitably scaled plan indicating the above detail**.

- Easterly Access

  Visibility from the existing access is inadequate providing splays of approximately 2.4 x 4m to the west and 2.4 x 2m to the east measured to the nearside edge. Visibility is impeded in the easterly direction by the neighbouring building and by the boundary wall and building to the west. **The LHA would suggest that the applicant considers modifying / lowering the exiting boundary wall, gate/railings (ie/ to maximum height of 1m above adjoining carriageway level) to maximise visibility from the existing / proposed access in the westerly direction.**

  This access is approximately 3.1m wide and gated at around 1.1m behind the edge of carriageway. The access is surfaced with hard bound materials.

  The proposed parking arrangements indicated on the revised sketch plans indicates 2 proposed parking spaces at the rear of the property (side by side). Any proposed 4.8m long parking space would require a minimum clearance of 6m behind each space for turning / manoeuvring. This has not been indicated o the submitted sketch plan. An Aco drain or similar will be required where the access falls towards the adopted highway. **The LHA recommend the applicant provides a suitably scaled plan indicating the above detail**

- Both Access Points

  The LHA recommend the applicant provides a suitably scaled layout plan indicating the existing / proposed visibility splays from the 2 no. access points indicating how visibility will be maximized along the whole site frontage. The LHA recommend the applicant annotates all existing / proposed access dimensions.

The proposed access points would benefit from the removal of any gates. The LHA recommend the applicant considers such improvements and annotates this detail on a revised layout plan.



On behalf of Chief Officer, Environment & Technical

Supplementary Notes

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