

# MEMORANDUM

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| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Planning & Regulatory |
|                 |                                        | <b>FAO::</b>     | Sarah Hill                          |
| <b>Our Ref:</b> | ET/DC/PP/P/2022/0923                   | <b>Your Ref:</b> | P/2022/0923                         |
| <b>Date:</b>    | 23/01/2023                             |                  |                                     |

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## TOWN AND COUNTRY PLANNING ACT 1990

### ADEILADU 4 ANNEDD (2 DY A 2 FFLAT) / ERECTION OF 4 DWELLINGS (2 HOUSES AND 2 FLATS)

#### LAND ADJACENT TO BRITISH LEGION CLUB Ffordd Kayton Cefn Mawr Wrexham

Grid Ref: E 328267 N 341736

I refer to your consultation / email dated 10/01/2023 in respect of the above.

#### **Access - General**

The proposed development site is accessed off Ffordd Kayton which is an unclassified road subject to a 20mph speed limit. Ffordd Kayton provides access to approximately 49 dwellings and the British Legion Club.

Visibility at the junction of Ffordd Kayton onto Cae Gwilym Lane (20mph) is adequate providing splays in excess of 2.4 x 25m in both directions measured to the nearside edge

Although Ffordd Kayton is of adequate width up to its junction with Ffordd Offa, it reduces to approximately 4.2m at its northern end for a distance of approximately 35m. There are currently 1.8m wide footways along both sides of this section. In order to support the proposed development, we would normally require an access road of at least 4.8m in width typically providing 2.0m wide footways on either side. This section of road cannot currently accommodate a car / van passing simultaneously. **I would recommend the applicant addresses this issue.**

Visibility at the junction of Ffordd Offa with Ffordd Kayton is below standard (ie/ approximately 2.4 x 17m in the northerly direction. This shortfall in visibility should be addressed within a transport statement.

#### **Access (shared private driveway)**

The submitted layout plan (Drg. No. BL/PD/02) indicates a scale of 1:200. However, I assume that this should read 1:500.

The proposed shared private access road appears to be 5m wide with a 1.8m wide footway on its northern side and minimum 2m wide footway on its southern side. Detail of the potential footway and tie into the existing footway is unclear at the corner of no. 12 Ffordd Kayton. **I would recommend that this detail is provided / clarified on a revised layout plan.**

**The submitted layout plan appears to indicate a 1.8m wide footway running diagonally through the adopted turning head at the northern end of Ffordd Kayton. Such a feature would not be supported. Consideration could be given to providing a continuous dropped kerb across the northern end of the turning head. Consideration should be given to providing some kind of physical separation between the access serving the site and club access. Visibility accessing the existing social club car park is impeded by the existing hedgerow on the western side and visibility will need to be addressed on the eastern corner into the proposed private access road. Improvements to visibility should be considered in this location indicating such improvements on a revised layout plan.**

I would normally recommend the provision of a turning head for a medium sized delivery vehicle ie/ 7m in length. The proposed turning head indicated on the submitted layout plan is inadequate. If the application is supported, I would recommend that such a turning head is provided. **I would recommend that this detail is provided on a revised layout plan.**

It is not clear how a refuse wagon currently serves properties off Ffordd Kayton or how such a vehicle (typically 11.2m long) would service the proposed development. There does not appear to be any waste / recycling collection point for the development close to the adjoining highway. It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

I understand that previous planning consent (ref: P/2019/0106) has been granted for the erection of 2 no. 3 bed houses with new access on land adjoining 12 Ffordd Kayton. However, no detail of these 2 dwellings has been provided along with their parking & access arrangements on the submitted layout plan. **I would recommend that this detail is provided on a revised layout plan.**

### **Parking & Turning Provision**

Adequate parking and turning provision will need to be provide at the development site. The provision of 2 spaces per dwelling is considered acceptable in this instance. However, the proposed driveway serving plot 3 does not appear to be of sufficient length (ie/ 9.6m). The most southerly parking space serving flats 1 & 2 does not have 6m clearance behind for manoeuvrability. **I would recommend the applicants addresses these points on a revised layout plan. I would recommend that the proposed driveway dimensions are annotated on a revised plan in line with WCBC Standard Driveway requirements ie/ 3.2m wide and 9.6m long (for 2 cars).**

**The proposed site would appear to be removing part of the existing car park serving the existing club. It is not clear whether the remaining car park is adequate to serve the club. Could you please provide clarification on this issue and request the applicant provides a plan of the remaining parking / turning provision at the club along with its remaining floor areas in respect of LPGN 16 requirements.**

In conclusion, it may be difficult to support the proposed development given the issues raised above.

## **Supplementary Notes**

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

A handwritten signature in black ink, appearing to be 'R. K. S.', written in a cursive style.

Chief Officer, Environment & Technical