

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0960 Res (1)	Your Ref:	SEHP/2022/0960
Date:	21/11/2022		

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL ESTYNIAD 20FED GANRIF AR GEFN TAFARN, AILADEILADU RHANNOL AC ADNEWYDDU ADEILAD AC ADDASU DAU ANNEDD A CHODI 3 ANNEDD NEWYDD / DEMOLITION OF REAR 20TH CENTURY EXTENSIONS TO PUBLIC HOUSE, PARTIAL REBUILD AND REFURBISHMENT OF BUILDING AND CONVERSION TO TWO DWELLINGS AND ERECTION OF 3 NEW DWELLINGS

THE DYMOCK ARMS OVERTON ROAD PENLEY WREXHAM
Grid Ref: E 342001.16 N 339692.61

I refer to your consultation / email dated 16/11/2022 in respect of the above.

Access

The development site is located on the A539 which is a classified road subject to a 20mph speed limit.

Based on speeds of 20mph, any proposed / existing access in this location 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 existing public house car park access is approximately 8m wide. Current splays available from this access are inadequate in both directions providing splays of approximately 2.4 x 20m to the south east and 2.4 x 22m to the north west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing vegetation / trees.

The proposed development indicates the provision of 2 separate shared access points onto the A539. I would suggest that the applicant considers providing a single shared access to the proposed dwellings (minimum 4.8m wide). This could take the form of a dropped kerb vehicular crossing. Such an arrangement would remain private and would require adequate parking and a suitable communal turning head.

In terms of the proposed 2 no. shared access points, each access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. **Could you please ask the applicant to provide a revised plan indicating the full extent of the required splays in both directions.** Details of existing lighting columns / signs / telegraph poles will also need to be indicated on this plan.

The proposed access serving plot 1 and the adjoining plot (rebuilt listed section) would appear to be located directly opposite the existing build out feature. I would recommend that this access is re-located to a more appropriate location away from the build out. Could you please ask the applicant to indicate the existing buildout feature on a revised layout plan. **Could you please ask the applicant to provide a revised plan indicating this detail.**

If the proposed 2 no. shared access points are to be supported, I would normally recommend that each access is a minimum width of 4.8m wide, paved with hard bound materials for a minimum distance of 5m behind the highway boundary with no gates within 5m of the highway boundary (preferably no gates). An Aco drain or similar will be required to intercept private surface water run-off where an access falls towards the highway. Such accesses could take the form of dropped kerb vehicular accesses. **Could you please ask the applicant to provide a revised plan indicating this detail.**

Based on the submitted access arrangements, I would recommend that a minimum 1.2m wide footway is constructed along the site frontage to link up with the existing footway in the interest of pedestrian safety. The existing footway fronting the site is in poor condition and would benefit from resurfacing as part of this development. Details of existing / proposed drainage arrangements to accommodate such a footway will need to be provided. The existing public house access will need to be closed up and reinstated as footway. Suitable dropped kerb crossing points should also be provided at the junction of Halghton Lane / A539 Overton Road with a short extension of the existing footway on the corner of the junction to provide a continuous footway link. The applicant will be required to enter into a s.38 /278 agreement with the Council to carry out such work. **Could you please ask the applicant to provide a revised plan indicating this detail.**

Parking & Turning Provision

I would recommend that parking provision is provided in accordance with LPGN 16 maximum requirements. Garage spaces are not included as contributing to parking provision. **Could you please ask the applicant to provide a revised plan indicating this detail ie/ individual dimensioned parking spaces.**

Each dwelling will require adequate turning provision in accordance with LPGN 16 / 21 requirements. **Could you please ask the applicant to provide a revised plan indicating this detail including dimensions.**

Construction and Traffic Management Plan (including provision for contractor parking)

I would recommend the submission of a **Construction Traffic Management Plan** if the application is supported.

I await the requested details.

Notes to Applicant

- *Any proposed access / footway works should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.

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, consisting of a stylized 'R' followed by a horizontal line and a small flourish.

Chief Officer, Environment & Technical