

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0960 Res (2)	Your Ref:	GH/P/2022/0960
Date:	12/06/2023		

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 07/06/2023 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 visibility in the south easterly direction is adequate providing a splay in excess of 2.4 x 25m measured to the nearside edge. However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 22m measured to the nearside edge.

In terms of proposed visibility from the modified shared access. **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 development appears to indicate utilizing the existing access with some modifications. I would recommend that such an access is a minimum width of 4.8m. This could take the form of a dropped kerb vehicular crossing (not shown). Such an arrangement would remain private and would require adequate parking and a suitable communal turning head.

I would recommend that the proposed 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. **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. 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 along with the number of bedrooms for each dwelling.**

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.**

For a limited development of this nature / size, I would normally recommend as a minimum, the provision of a turning head for a medium sized delivery vehicle (7m in length eg/ supermarket food delivery van – details attached). This detail has not been indicated on the submitted layout plan. I would also request the submission of swept path details of such a vehicle entering, turning and exiting the site.

Waste Collection / Recycling

The proposed internal road layout does not appear to accommodate turning provision for a refuse vehicle. However, given the nature / size of the development, it would be considered adequate to provide a bin store / collection point located at a suitable location behind the proposed footway to the east of the proposed access.

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.

Could you please ask the applicant to liaise with our Senior Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

The above detail will need to be indicated on a revised layout plan.

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, appearing to be 'R. [unclear]', written in a cursive style.

Chief Officer, Environment & Technical