

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2023/0574 Res(2)	Your Ref:	P/2023/0574
Date:	17/01/2023		

TOWN AND COUNTRY PLANNING ACT 1990

TROSI ADEILAD ALLANOL YN LETY GWYLIAU / CONVERSION OF OUTBUILDING TO HOLIDAY LET

HILLSIDE ERBISTOCK WREXHAM Grid Ref: E 335112.21 N 342102.49

I refer to your consultation / email dated 09/01/2024 including revised layout plan (Drg. No. W202/004 Rev B) in respect of the above.

Access

The proposed development site is located on Cae Adda Lane which is a narrow, unclassified, rural road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 4m in both directions measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow fronting the site. The revised layout plan indicates the lowering of existing hedgerows along the site frontage to achieve the required splays.

The existing / proposed access is approximately 2.8m wide and gated 2.4m behind the adjoining carriageway. The access is surfaced with loose bound materials and falls towards the highway. The revised layout plan indicates the widening of the existing access to 4.13m which is considered acceptable.

I would normally recommend any proposed shared access is a minimum of 4.8m wide with any gates setback a minimum distance of 5m behind the adjoining highway (preferably no gates). I would normally recommend such an access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. The revised layout plan indicates the widening of the existing access to 4.13m and gates setback 5m behind the carriageway edge which is considered acceptable. In order to construct the widened access, the applicant would need to apply for s.184 consent to cross the highway verge at the new access position.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar would be required to intercept any such run-off.

Parking and Turning Provision

I understand the existing property is 3 bedroomed (indicated on Drg. No. W200/001) which would normally require a maximum of 3 car spaces. There would appear to be at least 3 spaces currently provided with the existing property. I would recommend that maximum parking standards are required in this instance given the remote location of the property and narrow lanes leading to the property. The proposed 2 bedroom holiday let would require a maximum of 2 spaces. This equates to a maximum of 5 spaces plus the requirement for turning provision.

The revised layout plan (Drg. No.W202/004 Rev B) only appears to indicate 4 no. parking spaces which would be considered inadequate.

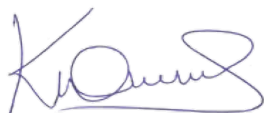
In terms of turning provision, each space would typically require a minimum of 6m clearance behind for turning in accordance with LPGN 16. **The revised layout plan only appears to indicate approximately 5.2m clearance behind the proposed spaces which is considered inadequate.**

Conclusion

It would therefore be difficult to support the proposed development given the issues raised above, However, if the above issues can be satisfactorily addressed, then further consideration could be given to the development. There would appear to be sufficient land within the curtilage of the site to provide adequate parking and turning provision.

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 blue ink, appearing to read 'K. A. Smith', is written over a horizontal line.

Chief Officer, Environment & Technical