

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2023/0737 Res(2)	Your Ref:	P/2023/0737
Date:	13/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CAIS AMLINELLOL AR GYFER DAU ANNEDD PAR A GWAITH CYSYLLTIEDIG / OUTLINE APPLICATION FOR 2 SEMI DETACHED DWELLINGS AND ASSOCIATED WORKS

SMITHY VIEW GARAGE CHESTER ROAD WREXHAM Grid Ref: E 333708.55 N 352852.1

I refer to your consultation / email dated 24/04/2024 and revised layout plans (Drg. Nos. D05.1.002 1 of 2 Rev D & D05.1.002 2 of 2 Rev D in respect of the above. This is an "All Matters Reserved" application for which I make the following general comments:-

Access

The proposed development site is bounded by Chester Road and Ty Gwyn Lane which are both classified roads subject to a 20mph speed limit.

Assuming speeds of 20mph, any proposed / existing accesses 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.

I previously requested further clarification on the following:-

- It is not clear as to whether the existing drive-through car wash is to cease or will it continue using the same shared access as the two proposed dwellings. Potential conflict of vehicle movements.
The applicant has confirmed that the existing car wash will be retained but when it stops functioning due to its age it will cease. I would recommend that the existing drive thru car wash ceases if the application is to be supported to accommodate safe access to the proposed dwellings.
- If car awash remains open, do vehicles being washed only exit out onto Ty Gwyn Lane.
The applicant has confirmed that the access onto TY Gwyn Lane is an exit only. If the application is to be supported, I would recommend appropriate signage is conditioned to highlight access arrangements.

- How many vehicles typically use this car wash per day then exit out onto Ty Gwyn Lane. *The applicant has confirmed that the car wash is only used 4 – 5 times per day as most people tend to use the hand car wash on site.*
- It is not clear how any delivery vehicles visiting the site will access and turn within the site. Details need to be provided. Such vehicles parking / waiting on Ty Gwyn Lane is likely to cause a safety issue. *The applicant has confirmed that any deliveries to the site will be within the larger garage site.*

If the application is supported, it would be preferable if the car wash ceased operating and the access onto Ty Gwyn Lane was limited to the two proposed dwellings. If the drive-through car wash remains open, there may well be conflict with those accessing the properties with those accessing this facility.

Current visibility from the existing access onto Ty Gwyn Lane serving the development site is adequate in the easterly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge. Visibility in the westerly direction falls short of the current standards providing a splay of approximately 2.4 x 17m being limited by the existing hedgerow and 3rd party land beyond. The revised layout plan (Drg. No. D05.1002 1 of 2 Rev D) indicates proposed splays of 0.5m x 34m to the east and 2.4 x 29m to the west measured to the nearside edge. These splays could be measured to the nearside wheeltrack ie/ 0.5m max and may therefore increase the available splay in the westerly direction. The indicated setback distance of 0.5m is incorrect. **I would recommend the applicant indicates the proposed splays using a 2.4m setback distance and indicates this detail on a revised layout plan.**

The existing access onto Ty Gwyn Lane is approximately 4.5m wide and surfaced with hard bound materials. **It understand that this functions as an exit only for the existing car wash. . I assume the proposed development would operate a one way system with entry via the existing garage entrances onto Chester Road and exit only onto Ty Gwyn Lane. However, the submitted application does not make it clear through which access on Chester Road the proposed dwellings would enter through and specific details of this access ie/ width , visibility.**

I previously raised concerns as to the lack of internal footway provision at the rear of the site should occupants of the dwellings wish to access on foot along the existing car wash access (assuming this facility remains open). *An appropriate section of internal footway has been indicated on the revised layout plans.*

Parking & Turning Provision

Parking and turning at the site will need to comply with LPGN 16 / 21 requirements. I would recommend that maximum standards are applied in this location given the geometry of Ty Gwyn Lane whereby on-street parking would cause a safety issue.

Waste / Recycling

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 the applicant liaises with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection.

I have emailed our Waste Section on 13-05-24 and will forward any comments when received.

Construction Traffic Management Plan

If the proposed development is supported, the following condition would need to be included:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority.

I would recommend the applicant addresses 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 on a light yellow rectangular background. The signature appears to read 'P. Palmer' in a cursive script.

Chief Officer, Environment & Technical