

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/P/2023/0737	Your Ref:	P/2023/0737
Date:	02/11/2023		

TOWN AND COUNTRY PLANNING ACT 1990

CAIS AMLINELLLOL 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 25/10/2023 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 would request 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.
- If car wash remains open, do vehicles being washed only exit out onto Ty Gwyn Lane.
- How many vehicles typically use this car wash per day then exit out onto Ty Gwyn Lane.
- 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.

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 submitted layout plan (Drg. No. D05.1002) indicates proposed splays of 2.4 x 34m to the east and 2.4 x 22m 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 existing access onto Ty Gwyn Lane is approximately 4.5m wide and surfaced with hard bound materials. **It is assumed that this functions as an exit only for the existing car wash (clarification required).**

In order to accommodate the simultaneous passage of a delivery van / car, a minimum access width of 4.8m would normally be required. **Potential to widen access.**

I would raise 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 could be provided.

Swept Path Details

It maybe considered reasonable to request the swept path details of a van plus car simultaneously entering / exiting the proposed access and how such vehicles will turn within the site.

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.

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 and the plan as is approved has been fully implemented.

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 blue ink, appearing to read 'L. S. ...', is positioned above the title.

Chief Officer, Environment & Technical

