

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2023/0805	Your Ref:	P/2023/0805
Date:	19/12/2023		

TOWN AND COUNTRY PLANNING ACT 1990

GOSOD DAU GABAN GWYLIAU A GWAITH ATEGOL / SITING OF TWO HOLIDAY CABIN AND ANCILLARY WORKS

LAND ADJACENT TO 1 FOREST VIEW MARCHWIEL WREXHAM Grid Ref: E 335943.91 N 347575.61

I refer to your consultation / email dated 01/12/2023 in respect of the above.

Access

The proposed development site is located on the A525 Bangor Road which is a classified road currently subject to a 20mph speed limit.

Based on speeds of 20mph, any proposed / existing access 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.

Visibility from the existing access / driveway is approximately 2.4 x 3m in the westerly direction and 2.4 x 14m in the easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow in the westerly direction. Visibility in the easterly direction is restricted by the existing stone pillar and the required splay would also need to cross 3rd party land.

In order to provide the required splay in the easterly direction would I assume a legal agreement between the affected parties would be required.

I would normally not support any proposed development that is likely to result in an increase in vehicle movements through this sub-standard access.

It may well be possible to achieve the required splay in the westerly direction. The submitted layout plan (Drg.No. 864/L (9)01 indicates the lowering of the hedge in the westerly direction to 0.9m to provide adequate visibility. The applicant would need to have control of the existing hedgerow in this direction in order to lower it and provide the required splay. However, the provision of the required splay in the easterly direction appears to cut across parts of the frontages of the adjoining properties.

In order to provide the required splays in the easterly direction requires looking over a number of property frontages / driveways (3rd party land). Even if an appropriate s.106 agreement could be agreed between the various property owners (removal of further obstructions eg/ hedgerow), visibility may well still be impeded by cars parked on neighboring driveway(s).

It may therefore be difficult to support the proposed development.

The existing / proposed access currently provides parking & turning for nos. 1 & 2 Forest View. This access is 4.6m wide and is paved with hard bound materials. The width of the access is adequate to serve as a shared access. The driveway does not currently provide an Aco drain or similar to prevent private surface water run-off from flowing onto the adjoining highway. **I would recommend that this detail is provided on a revised layout plan.**

Parking & Turning Provision

Adequate parking and turning provision would need to be provided for the proposed development. The existing properties (nos 1 & 2 Forest View) are both 2 bedroom and provide at least 2 spaces each (garage spaces being excluded) plus turning which is considered adequate.

The proposed log cabins are both 1 bedroom. The provision of 1 parking space per log cabin would be considered acceptable.

The proposed spaces would require a minimum of 6m clearance behind for maneuvering (only 5m indicated on plan for space CP01). **Amended layout plan required.**

I await the requested amendments / details and clarification whether a suitable agreement can be implemented to secure the required splays.



Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Chief Officer, Environment & Technical