

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2023/0756	Your Ref:	P/2023/0756
Date:	05/12/2023		

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL GAREJIS PRESENNOL, CODI ANNEDD A CREU MYNEDIAD NEWYDD I GERBYDAU / DEMOLITION OF EXISTING GARAGES, ERECTION OF DWELLING AND FORMATION OF NEW VEHICULAR ACCESS

INGLEDENE WYNNSTAY LANE MARFORD WREXHAM
Grid Ref: E 335821.85 N 355228.39

I refer to your consultation / email dated 14/11/2023 in respect of the above.

Access

The proposed development site is located on the B5445 Chester Road which is a classified road subject to a 20mph speed limit.

Any proposed / existing access in this location would normally require 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 submitted layout plan (Drg. No. L01 Rev B) indicates visibility splays from the proposed access of 2.4 x 22m in both directions measured to the nearside edge. However, based on typical speeds of 20mph, Manual for Streets requires splays of 2.4 x 25m. The submitted layout plan also does not indicate the full extent of the required splay in the easterly direction.

Providing adequate visibility from a new access onto Chester Rd in the westerly direction would require lowering the existing boundary wall / fence. The westerly splay indicated on the submitted layout plan is shown as passing through proposed parking space no.3 which would be unacceptable.

The required splay in the easterly direction would appear to cut across 3rd party land ie/ the section of hardstanding fronting the Red Lion PH is not adopted footway.

I would recommend the applicant provides a revised layout plan addressing / indicating / annotating the above detail.

The formation of an access in this location would require s.184 consent from the Highway Authority.

Given the busy nature of the footway and its proximity to the nearby school / nursery / mini-market, public house, I would normally recommend that any proposed access provides pedestrian visibility. Pedestrian visibility splays are measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway.

This detail has not been indicated on the submitted layout plan. **I would recommend the applicant provides a revised layout plan indicating / annotating the above detail.**

Any proposed access of this nature would normally require the following:-

- Access surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.
- No gates within 5m of the highway boundary (preferably no gates).
- An Aco drain or similar to intercept any private surface water run-off where the access / driveway falls towards the highway.

Parking and Turning Provision

In terms of parking provision at the proposed development site, I comment as follows:-

Existing Parking & Turning Provision

The property is a detached 3 bedroom dwelling which would normally require a maximum of 3 parking spaces in accordance with LPGN 16. Turning provision would also normally be required where a property accesses onto a classified road.

The existing property only appears to have 1 parking space at the side of the property on a single driveway. The two existing garages at the side of the property appear to small / confined to accommodate any parking.

Proposed Parking & Turning Provision

The submitted layout plan indicates a new access serving the existing property onto Chester Road with a driveway providing 3 no. parking spaces.

The submitted swept paths indicate in / out movements of a car from / to the individual parking spaces. However, the submitted swept path details do not appear to include the movements of a car parked headfirst in space no. 2, reversing out within the site and turning left along Chester Road in the westerly direction. I assume that this maneuver would require a car to travel on the opposite side of the road facing oncoming traffic before returning to the west bound. **Given that such a maneuver is in close proximity to the existing zebra crossing ie/ no more than 19m away from proposed access, I would raise concerns as to the risk to highway / pedestrian safety. I would recommend the applicant demonstrates this detail on a revised layout plan.**

The submitted layout plan indicates a proposed 3 bed dwelling to the rear of Ingledene with 3 parking spaces. These spaces would access / reverse onto a short section (now blocked off to through traffic – Wynnstay Lane) which is a frequently used pedestrian route to the zebra crossing on Chester Road. There is little footway provision along this section and visibility (to pedestrians) from the proposed access points is likely to be minimal. Public Right of Way (PROW no. 6 – Marford & Hoseley) passes along this section of Wynnstay Lane. **I would recommend that you / applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761**

The provision of additional parking spaces / driveways in this location would not be considered beneficial in terms of pedestrian safety. No details of visibility / pedestrian visibility have been indicated on the submitted layout plan.

Comments from WCBC Road Safety Team (received 17-11-23)

On behalf of the Road Safety Team I have been asked to comment on the New development of Ingledene which is off the B5445 at Marford Hill. Where the stopped up Highway (Wynnstay Lane) is I can see that the footpath does have a pinch point as it is on a route from the local School (The Roft) I would be very concerned that children would have to use the road remembering that vehicles would also park at School Times.

To the front of the Development on the B5445 again the footpath is narrow knowing the use of the footpath due to the Public house, and local Co-op again there should be enough room for the use of a push chair and/or two way pedestrian movement.

I must also point out that I have received from the local Community Council and local Member complaints about vehicles not stopping when pedestrians are on the Zebra crossing.

I hope this points out some concern from a Road Safety point of view.

Active Travel

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths, cycle parking, potential financial contributions in respect of Active Travel improvements eg/ this could be conditioned via a s.106 agreement) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

In conclusion, given the issues raised above it would be difficult to support the proposed development.

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