

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2023/0441 Res(2)	Your Ref:	P/2023/0441
Date:	06/09/2023		

TOWN AND COUNTRY PLANNING ACT 1990

FFURFIO MYNEDFA NEWYDD AC ADEILADU GAREJ NEWYDD AC ESTYNIAD LLAWR CYNTAF UWCH EI BEN / FORMATION OF NEW ACCESS AND CONSTRUCTION OF NEW GARAGE AND FIRST FLOOR EXTENSION ABOVE

FAIR VIEW CLOY LANE OVERTON WREXHAM Grid Ref: E 339823.54 N 342075

I refer to your consultation / email dated 01/09/2023 including revised layout plan (C145/005) and email from Blueprint dated 011/09/2023 in respect of the above.

Access

The proposed development site is located on Cloy Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph along this section given the geometry of the road.

Assuming typical speeds of 40mph, TAN 18 would normally require any proposed access to provide visibility splays of 2.4 x 120m in both directions measured to the centreline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Existing Access

There is an existing access at the site which currently has inadequate visibility splays of approximately 2.4 x 20m to the north and 2.4 x 6m to the south measured to the centerline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow and trees planted in the verge. Our Streetscene Section are aware of the trees which have been planted in the highway verge and will be reviewing their location given potential maintenance / visibility issues. Visibility could be improved by setting back / lowering of the hedgerow along with removal of any trees impeding visibility.

I understand the applicant wishes to form the new access serving Fair View to access the proposed garage. If a second access is required then the existing access would need to be improved as it is currently sub-standard. This detail is relevant as the applicant has control of the adjoining property / access (blue line boundary - Drg. no. 145/005).

The existing access is approximately 4.1m wide and is surfaced with loose bound materials. I would recommend that this access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

No private surface water is normally permitted to flow onto the adjoining highway. I would recommend an Aco drain or similar is installed to intercept any such run-off.

I would recommend the applicant provides a suitably scaled layout plan indicating / addressing the details highlighted above.

Existing Parking & Turning Provision

There would appear to be adequate space to provide parking for at least 5 cars plus turning within the curtilage of the site off the existing access.

Proposed Access

Assuming typical speeds of 40mph along this section, TAN 18 would normally require any proposed access to provide visibility splays of 2.4 x 120m in both directions measured to the centreline of the adjoining highway.

MFS (2) Clause 10.5.8 refers to allowing consideration for a minimum x distance of 2m in some slow speed situations. This is not applicable in this instance as typical speeds along this section are unlikely to be low / slow.

The revised layout plan indicates proposed splays from a reduced setback distance of 2m which is not applicable in this instance. There would appear to be 2 proposed parking spaces indicated on the revised layout plan. However, the proposed splay in the southerly direction appears to pass through the first parking space which is unacceptable. The proposed driveway depth ie/ back of highway verge to garage door should be a minimum of 5.5m. This has not been indicated / annotated on the submitted layout plan.

Could you please ask the applicant to indicate the full extent of the required splays on a suitably scaled layout plan along with addressing the issues raised above.

I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

No private surface water is normally permitted to flow onto the adjoining highway. I would recommend an Aco drain or similar is installed to intercept any such run-off.

In order to construct the proposed access, the applicant will be required to apply for s.184 consent to the Council.

I would recommend the applicant provides a suitably scaled layout plan indicating / addressing the details highlighted above.

Proposed Parking & Turning Provision

Parking provision will need to comply with LPGN 16. Adequate turning space will be required ie/ minimum 6m clearance behind each space. Minimum 5.5m depth driveway between back of highway verge and garage door. LPGN 16 does not include garage spaces as contributing to parking provision.

I await the requested details.

Supplementary Notes

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

Note to Applicant

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.



Chief Officer, Environment & Technical

