

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Rhian Chitty
Our Ref:	ET/DC/P/2023/0574	Your Ref:	P/2023/0574
Date:	28/09/2023		

TOWN AND COUNTRY PLANNING ACT 1990

TROSI ADEILAD ALLANOL YN LETY GWYLIAU / CONVERSION OF OUTBUILDING TO HOLIDAY LET

HILLSIDE ERBISTOCK WREXHAM
Grid Ref: E 335112.21 N 342102.49

I refer to your consultation / email dated 26/09/2023 in respect of the above.

Access

The proposed development site is located on Cae Adda Lane which is a narrow, unclassified, rural road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 4m in both directions measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow fronting the site.

I would normally therefore be unable to support any proposed development that would result in an increase in vehicle movements utilizing this sub-standard access.

The existing / proposed access is approximately 2.8m wide and gated 2.4m behind the adjoining carriageway. The access is surfaced with loose bound materials and falls towards the highway.

I would normally recommend any proposed shared access is a minimum of 4.8m wide with any gates setback a minimum distance of 5m behind the adjoining highway (preferably no gates). I would normally recommend such an access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar would be required to intercept any such run-off.

Parking and Turning Provision

I assume the existing property is 3 bedroomed (requires clarification) which would normally require a maximum of 3 car spaces. I would recommend that maximum parking standards are required in this instance given the remote location of the property and narrow lanes leading to the property. The proposed 2 bedroom holiday let would require a maximum of 2 spaces. This equates to a maximum of 5 spaces plus the requirement for turning provision.

The submitted layout plan (Drg. No.W202/004 Rev A) only appears to indicate 3 no. parking spaces which would be considered inadequate.

Conclusion

It would therefore be difficult to support the proposed development given the issues raised above, However, if the above issues can be satisfactorily addressed, then further consideration could be given to the 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