

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Rhian Chitty
Our Ref:	ET/DC/PP/P/2023/0541	Your Ref:	P/2023/0541
Date:	02/10/2023		

TOWN AND COUNTRY PLANNING ACT 1990

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GWERN Y TO SHOCKLACH LANE WORTHENBURY WREXHAM Grid Ref: E 343080.75 N 346926.6

I refer to your consultation / email dated 13/09/2023 in respect of the above.

Existing Access

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

Assuming speeds of 40mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4m x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The applicant appears to have recently modified the existing access. The access is now 8.8m wide with gates setback approximately 24m behind the adjoining carriageway. The access is surfaced with loose materials. Visibility from the modified access is marginally improved providing splays of approximately 2.4 x 7m in the north easterly direction and 2.4 x 6m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow either side of the access. I would therefore not normally wish to support any proposed development that is likely to result in any increase in vehicle movements through this sub-standard access than was previously experienced at the site.

Proposed Access (Drg. No. 07 Rev B)

I understand the applicant proposes to demolish the existing dwelling and construct a new dwelling served by a new improved access.

The submitted layout plan indicates the construction of a new access located further south along Shocklach Lane. I would recommend the existing sub-standard access is permanently closed up and reinstated to the satisfaction of the Planning / Highway Authority.

The submitted layout plan indicates the following:-

- Visibility splays of 2m x 45.9m to the north east and 2m x 58m to the south west. To nearside edge or centerline of road is not clear.
- 15.3m wide splayed access reducing to 5m wide access width @ 5m behind edge of carriageway

In terms of visibility, as long as the proposed access is no worse than the existing access, then a development generating the same / similar vehicle movements can be supported. Any proposed splays should be indicated using a setback distance of 2.4m. The full extent of the splays should be shown and measured to the nearside edge of the road where the carriageway is at least 4.1m wide.

This detail needs to be indicated on a revised layout plan.

The dimensions the proposed access appear adequate. Assuming a car plus trailer will still be used at the site, I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary with no gates erected within 10m of the highway boundary.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. I would recommend that an Aco drain or similar is provided across the approved access to intercept any such run off prior to first use of the development.

The above detail needs to be indicated on a revised layout plan.

Parking & Turning Provision

Parking & turning provision at the development site appears adequate.

I await the requested information.

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

