

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Gwyn Humphreys
Our Ref:	ET/DC/MM/P/2023/0204	Your Ref:	P/2023/0204
Date:	25 July 2023		

The Bungalow, Cae Lica Farm, Sarn, Malpas, SY14 7LW Demolition of Existing Dwelling and Erection of Replacement Detached Dwelling

Further to your email / consultation dated 17/04/2023 in respect of the above, I comment as follows:-

The proposal is for the demolition of an existing dwelling and erection of a replacement three bedroom detached dwelling.

Site Access and Layout

The Design and Access Statement proposes that the driveway access will be moved central to the plot, to allow ample surface parking and provide turning facilities.

Visibility splays have not been provided; however, it is not anticipated that the existing low brick wall (as shown in 'PL02 - Proposed Site Plan.pdf') would restrict visibility onto the shared access which is private and provides access to two neighbouring properties. The shared access forms a junction with Caelica Lane.

It is noted that the "new timber gates" shown in Proposed Site Plan (PL02) as part of the proposed development opens inwards and are over 5m from the shared access junction with Caelica Lane. This would allow enough room for a vehicle to park off Caelica Lane whilst the gate is opened or closed.

Parking

The Proposed Site Plan (PL02) suggests that the site will include a parking area which would accommodate two vehicles and a garage that can accommodate one vehicle. Wrexham County Borough Council's (WCBC) Local Planning Guidance Note 16 (LPGN16) stipulates that the maximum parking standard for 3-4 bedroom is three car parking spaces. LPGN16 stipulates that garages are not counted as contributing towards on-site parking provision however the driveway size as shown on PL02 appears to be able to accommodate a third vehicle. The applicant should ensure that all car parking spaces allow for vehicles to enter the highway in a forward gear.

Traffic Generation

The development is not expected to generate a significant level of vehicle trips.

Conclusion

It is not anticipated that the proposed development would have a significant impact in on the safety or capacity of the highway network.

Chief Officer, Environment & Technical