

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2022/1054	Your Ref:	P/2022/1054
Date:	17/01/2023		

TOWN AND COUNTRY PLANNING ACT 1990

TRAWSNEWID ADEILAD AMEATHYDDOL I ANNEDD / CONVERSION OF AGRICULTURAL BUILDING TO DWELLING

ODDI AR Y TWMPATH GARTH GLYN CEIRIOG WREXHAM

Grid Ref: E 320206 N 338202

I refer to your consultation / email dated 12/01/2023 including layout plan (Drg. No. 3971/02-3) in respect of the above.

Access

The proposed development site is located on a narrow, unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph along this section given the geometry of the road. Assuming typical speeds of 20mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway. Visibility can be relaxed to the centerline given the restricted carriageway width along this lane.

The unclassified road accesses onto the High Street which is a classified road subject to a 30mph speed limit. Although vehicles may travel up to 30mph in the north easterly direction along the High Street, I would estimate typical vehicle speeds for vehicles travelling south west at being around 25mph given the geometry of the road.

Assuming typical speeds of 30mph and 25mph, Manual for Streets would normally require any proposed / existing access / junction to provide visibility splays of 2.4 x 43m in the south westerly direction and 2.4 x 33m in the north easterly direction measured to the nearside edge of the adjoining highway.

Visibility from the existing junction onto the High Street is adequate in the north easterly direction providing a splay of approximately 2.4 x 43m measured to the nearside edge of the adjoining highway. However, visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 5m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary wall in the south westerly direction. I would normally therefore be unable to support any proposed development that would result in any significant increase in vehicle movements through this existing substandard junction.

The narrow, steeply sloping undaopted lane itself is typically only 2.5m wide and has no footway provision. It cannot accommodate the simultaneous passage of 2 vehicles. I would normally therefore be unable to support any proposed development that would result in any significant increase in vehicle movements along this lane.

There would appear to be an existing access west of the existing agricultural buildings. Public Footpath no. 9 - Llansantffraid Glynnceiriog appears to pass through the development site at this point. I would recommend that the applicant liaises with our Public Rights of Way Section (contact: Sean Hanratty) to discuss any potential impact on this footpath. The applicant previously constructed a new access to the south of the site (under planning ref: P/2020/0709). The newly formed access is approximately 15m wide reducing to at least 4.8m at 5m behind the adjoining highway and can accommodate two cars sitting side by side. This access provides splays in excess of 2.4 x 25m in both directions (measured to centreline of road) and is paved with hard bound materials for a minimum of 5m behind the adjoining highway.

Traffic Generation

The proposed additional dwelling will inevitably result in an increase in vehicle movements along this lane. I would therefore be unable to support the proposal on highway grounds.

Parking & Turning Provision

The submitted layout plan appears to indicate adequate parking for the proposed dwelling with turning provision. However, if the application was to be supported, I would recommend that a suitable turning head is provided that can accommodate the turning movements of medium sized delivery vehicles eg/ Tesco delivery van.

No details of how waste collection / recycling will be carried out have been provided.

In conclusion, the proposed additional dwelling will inevitably result in an increase in vehicle movements along this lane. It would therefore be difficult to support the proposal on highway grounds given the sub-standard means of access to / from the site.

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