

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/P/2022/0232	Your Ref:	SEH/P/2021/0232
Date:	04 th April 2022		

TOWN AND COUNTRY PLANNING ACT 1990

CODI ANNEDD DEULAWR AR WAHAN / ERECTION OF TWO STOREY DETACHED DWELLING LAND ADJACEN TO BRONYDD ACCESS HIGH STREET GLYN CEIRIOG WREXHAM

Grid Ref: E 320263.32 N 338054.88

I refer to your consultation / email dated 09/03/2022 in respect of the above.

Access

The proposed development site is located on a narrow private road, typically only 2.8m wide and has no footway or street lighting provision. It cannot accommodate the simultaneous passage of 2 vehicles. The road construction makeup is concrete bound material. I would normally be unable to support any proposed development that would result in any significant increase in vehicle movements along this lane at the current road width.

Visibility from the existing junction from the private road onto 'High Street' is inadequate in both directions providing splays of 2.4 x 15m in the south westerly direction and 2.4 x 20m in the north easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing property walls and existing traffic parked on both sides of the carriageway. Any significant increase in vehicle movements through this existing substandard junction would not be consented from a highways perspective.

The private road is subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 15mph along this section given the geometry and condition of the road. Assuming typical speeds of 15mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 17m in both directions measured to the centreline of the adjoining highway. Due to the limited traffic movements we would allow a setback of 2.0m. The actual splays as measured @ 2.0m setback are 15.4m (North) and 18.6m (South) which provide adequate visibility

Public Footpath no. LLA12 - Llansantffraid Glynn Ceiriog appears to pass through the development I would recommend that the applicant liaises with our Public Rights of Way Section to acknowledge if the development would create any adverse impact on this footpath. (contact: Sean Hanratty) to discuss any potential queries.

Traffic Generation

The existing properties associated with the private access track 'Bronydd' create limit traffic generation, we would not have any objections in principle to this proposal exacerbating the existing situation.

Parking & Turning Provision

The provided sketch layout plan appears to indicate adequate parking 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 the vehicles although this would not be conditioned

Waste/Refuge

No details of how waste collection / recycling will be carried out have been provided we assume this is conveyed privately down the access track.

Conclusion

We do not have any concerns or additional comments regarding the proposals and make reference to the previous highways response for planning application No. P/2021/055.

Supplementary Notes

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

A handwritten signature in blue ink, appearing to read 'D. J. ...', is positioned above the title of the Chief Officer.

Chief Officer, Environment & Technical