

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0496 **Your Ref:** SEH/P/2021/0496
Date: 12th May 2022

TOWN AND COUNTRY PLANNING ACT 1990

CAIS AMLINELLLOL AR GYFER CODI 1 ANNEDD (GYDA'R HOLL FATERION WEDI'U CADW'N OL) / OUTLINE APPLICATION FOR ERECTION OF 1 DWELLING (ALL MATTERS RESERVED) 2 ERW LWYD RHOS WREXHAM

Grid Ref: E 328845 N 345865

I refer to your consultation / email dated 03/06/2021 in respect of the above.

Access

The proposed development site is located on Erw Lwyd, Rhos, is an adopted unclassified road subject to a 20mph speed limit. We envisage a lower actual speed limit due to road geometry and estate road terminating at the cul-de-sac. The adopted unclassified road connects Lower Mountain Road to the junction of the B5097.

The visibility splay required would normally be in accordance with Manual for Streets measured in both directions to the nearside edge as per Manual for Streets. In this instance we would estimate the actual speed due to condition and location of the property to be 20mph and require a 2.0m x 25m in both directions to the nearside edge. Within these splats there shall be no obstructions in excess of 1.0m.

The submitted layout plan does not indicate the required splays from the proposed access. The existing property boundary (abutting No 2.) would appear to limit the available visibility in westerly direction from this access. A third party agreement in the form of a S106 may be required to maintain the visibility across the boundary of No. 2 Erw Lwyd.

Could you please ask the applicant to clarify this detail and are in control of the boundary (No. 2), visibility is limited from the westerly direction, it may be possible to improve this access. I would recommend the applicant submits a revised layout plan indicating the proposed splays.

The applicant will be required to apply for a footway crossing license (Section 184) as required by the Highways Act 1974 and agreement by the local authority to lower the kerblin and cross the footway to create an access. Further guidance can be obtained from the Highways Dept. We would normally recommend that any access of this nature includes an Aco drain or similar to intercept any private surface water run off and surfacing is with hard bound materials.

Traffic Generation

We do not anticipate the application will create a detrimental impact on local traffic generation and the local road network.

Parking & Turning Provision

The scheme shows parking provision for 3 vehicles which is in accordance with WCBC LPGN 16 requirements. We would normally request the provision of a turning facility to be provided within the curtilage of the site, due to the unclassified road status, this will not be required.

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.

A handwritten signature in blue ink, appearing to read 'D. J. ...', with a long horizontal flourish extending to the right.

Chief Officer, Environment & Technical