

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory

Our Ref: ET/DC/PP/P/2021/1146 **Your Ref:** SEH/P/2021/1146

Date: 3rd March 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 384 567 Alyn View, Almere Ferry Road, Trevalyn, Rossett.

Development: Single storey side and rear extensions.

I refer to your consultation / email dated 01/03/2022 in respect of the above.

Access

The proposed development site is located on a rural, narrow, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Based on typical speeds of 30mph, any proposed / existing access along this section would normally require visibility splays of 2.4 x 43m measured to the centreline of the adjoining highway.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 16m in the westerly direction and 2.4 x 22m in the easterly direction measured to the centreline of the adjoining highway. Visibility is impeded in the westerly direction by the existing railings on the boundary wall. Visibility in the easterly direction is impeded by the existing railings on the boundary wall and the required splay would also appear to need to cut across 3rd party land.

The proposed development indicates the re-location of the existing access in the easterly direction. The proposed splays from the modified access have not been indicated on the submitted plans. Assuming the proposed development is unlikely to result in any significant increase in vehicle movements at the property, I would recommend that visibility from the new access is no worse than existing. Ideally, it would be preferable to maximize visibility in both directions by removing any obstructions along the site frontage that are greater than 1m in height above the adjoining carriageway level. **I would recommend that the applicant provides a revised layout plan indicating the full extent of the proposed splays from any modified access.**

The existing access is 4.1m wide reducing to 3.1m wide at 3.7m behind the edge of carriageway at which point it is gated. The access is paved with hard bound materials.

The proposed access appears to be approximately 10m wide reducing to 4.5m wide at 4.5m behind the edge of carriageway at which point it is potentially gated. The proposed access width is acceptable but any gates should be setback a minimum distance of 5m behind the adjoining highway. Any proposed access should be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

No private surface water run-off shall be permitted to flow onto the adjoining highway. An Aco drain or similar would be required to intercept such run off where the access falls towards the highway.

Parking &Turning Provision

The first space inside the access does not have 6m clearance behind for turning. However, there would appear to be adequate space within the raised driveway area to provide sufficient parking and turning.

I have no objections in principle to the proposed development. However, I would recommend the applicant provides a revised layout plan addressing the above points.

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 black ink, appearing to be 'R. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical