

MEMORANDUM

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

Our Ref: ET/DC/PP/P/2021/0740

Your Ref: BB/P/2021/0740

Date: 20th September 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 488 394 Church View, Bronington, Wrexham.

Development: Single storey front and rear extensions and external alterations to existing dwelling, demolition of garage and erection of new dwelling.

I refer to your consultation / email dated 15/09/2021 including revised layout plan (Drg. No. CHR01 PL-012) in respect of the above.

Access

The development site is located on School Lane which is a classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the proximity to the junction with the A495 and the change in speed limit to 20mph just west of the site.

Assuming speeds of 25mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is currently inadequate providing splays of approximately 2.4 x 6m to the west and 2.4 x 5m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing mature hedgerow fronting the site. It may be possible to achieve the required splays from a modified access by either removing, lowering or setting back the existing hedgerow. The submitted layout plan indicates the provision of the required splays as indicated above.

This access is approximately 3.5m wide and is of insufficient width to accommodate the simultaneous passage of 2 no. vehicles. The access is surfaced with loose bound materials and slopes towards the highway. I would normally recommend a shared access of this nature is a minimum width of 4.8m, surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected. An Aco drain or similar will be required to intercept any private surface water run-off. There is already an existing 7.2m wide dropped kerb fronting the site which could be utilised to accommodate a widened access.

The submitted layout plan indicates an improved access which is considered adequate. However, the proposed Aco drain will need to be setback just behind the highway boundary and drain into a suitable private soakaway within the site. **Please ask the applicant to indicate this detail on a revised layout plan.**

Parking & Turning Provision

I understand the existing extended property will be 2 bedroomed and the proposed property will be 3 bedroomed. The proposed parking and turning provision indicated on the submitted layout plan is considered adequate.

Subject to minor modification indicated above, I would have no objections to the proposed development and recommend any permission includes the following conditions :-

CONDITIONS

ZJ41

026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

ZJ15

038R

VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions measured to the near side edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the near side edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ07

043R

ACCESS SURFACE (5 metres)

Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09

033R

NO GATES WITHIN 5 METRES

There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ46

026R

NO PRIVATE SURFACE WATER RUN OFF

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Supplementary Notes

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



Chief Officer, Environment & Technical