

MEMORANDUM

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

Our Ref: ET/DC/P/2021/0477 **Your Ref:** MRJ/P/2021/0477

Date: 17th August 2021

TOWN AND COUNTRY PLANNING ACT 1990

IS-RANNU TY YN DDAU FFLAT / SUBDIVISION OF HOUSE INTO TWO FLATS **6 CHURCH ROAD BRYNTEG WREXHAM**

Grid Ref: E 330839.38 N 352452.66

Further to your email / consultation dated 26/05/2021 in respect of the above, I comment as follows:-

Access

The proposed development site is located on Church Road, Brynteg which is an adopted unclassified, residential road subject to a 30mph speed limit. Church Road is a very light traffic flows and has a road width of approximately 3.8m – 4.0m along the length connecting to Victoria Road which is a classified Road with a 30mph speed limit there is no footpath provision on either side of the road. The development is in a sustainable location with transport links and local amenities within a short walking distance.

Based on speeds of 30mph any proposed access would normally require visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Vehicle speeds are around 15mph and would require visibility splays 2.0 x 15m in both directions in order to satisfy MFS requirements. Visibility measured from the existing access/driveway is approx. 2.0 x 8m to the north and 2.0 x 9.0m to the south measured to the centerline of Church Road. The shortfall in visibility is acceptable in this instance due to location and the access is existing.

The existing access is surfaced with loose bound materials and is gated directly onto Church Road. Access width is approximately 2.8m wide, *(an existing Gas Box will need to relocate as this reduces the width to approximately 2.4m)*. This normally would not be accepted when for 2 residential flats/apartments as the driveway cannot allow for the simultaneous passing of two vehicles. In this instance we do not envisage this would have a detrimental impact on the safety due to the short length of driveway and the turning head area which is being proposed within the curtilage of the development.

Parking and Turning Provision

Adequate parking provision is provided as per LPGN 16 Standards and vehicles are able to turn and exit with a forwards movement within the curtilage of the site.

I recommend that any permission include the following conditions:

CONDITIONS

ZJ05 ACCESS GRADIENT

039R The vehicular access hereby approved shall be a maximum gradient of 1 in 8 (12.5%).

ZJ07 ACCESS SURFACE (5 metres)

043R 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 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ18 VISIBILITY SPLAYS (CENTRELINE)

026R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.0 metres x 8.0 metres to the North and 2.0 metres x 9.0 metres to the South measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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.

ZJ46 DRIVEWAY WIDTH

026R The existing Gas Box within the driveway to be relocated. Relocation not within the driveway corridor in order to maximise the available width.

Supplementary Notes

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



Chief Officer, Environment & Technical