

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0032 **Your Ref:** MRJ/P/2021/0032
Date: 29th April 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 419 462 Church View, Church Lane, Worthenbury, Wrexham.

Development: Construction of two new dwellings.

I refer to your consultations / emails dated 19/04/2021 & 28/04/2021 in respect of the above.

The proposed development site is located on Church Road which is an unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Any proposed / existing access 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 inadequate in both directions providing splays of approximately 2.4 x 15m to the north west and 2.4 x 12m to the south east measured to the nearside edge of the adjoining highway.

Any proposed shared access would also normally be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. **These splays have not been indicated on the submitted layout plan (Drg. No. W011 Rev B).**

I previously recommended that the applicant indicates the full extent of the proposed lateral and pedestrian splays from the proposed improved shared access for further consideration.

The existing access serving the development site previously appeared to serve both Church View and School House including a small-holding. Public Footpaths nos. 7 & 12 also run through the development site and would need to be protected as part of any proposed development. I understand that planning consent has already been granted (ref: P/2006/0258) to erect a single dwelling to the rear of Church View. I also understand that planning consent has already been granted (ref: P/2011/0927) to erect a single dwelling plus annexe to the rear of Church View. However, since this time the property owner at Church View has now changed. I understand that both Church View and School House no longer have parking provision available off this access. It would appear that previous available visibility from any improved access is now reduced as the previous applicants no longer have control of the land running alongside Church View. I understand that these properties now have to park their vehicles outside their dwellings on Church Road which will impact on the available visibility from the shared access.

I understand that the previous developments were only supported based on proposed improvements to the existing substandard access. These improvements included widening of the existing shared access, improving pedestrian visibility splays and optimizing lateral visibility splays within site limits.

The previous consent comprised an additional dwelling plus an annexe. Annexe accommodation is typically considered as unlikely to generate any significant additional vehicle movements. However, I understand that the current application is for 2 separate dwellings. I would not normally support any proposed development that is likely to result in an increase in vehicle movements utilising this substandard access. It is assumed that the proposed development will result in an increase in vehicle movements at the development site compared with the previous consent.

I would normally recommend that a proposed shared access of this nature is widened to a minimum width of 4.8m for a minimum distance of 10m behind the adjoining highway (to cater for vehicles that may well visit the small-holding). I would recommend that the proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. I would recommend that no gates are erected within 10m of the highway boundary (preferably no gates at all).

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be installed at the access to intercept any such run-off.

Any required widening of the dropped kerb fronting the access will require s.184 consent. **Please ask the applicant to indicate this detail on a revised layout plan.**

Revised Plans & Highways Statement

The submitted Site Access Plan (Drg. No. W011 Rev B) indicates a proposed splay from the modified access in the north westerly direction of 2.4 x 33m measured to the nearside edge of the adjoining highway. It would appear possible to provide adequate visibility in the north westerly direction. The submitted layout plan indicates two potential splays in the south easterly access of 2.4 x 18 and 2.0 x 33m measured to the nearside edge. However, these splays are measured up to the corner of the property known as Church View which I understand the applicant no longer owns along with the strip of land running alongside this property. These splays would therefore not be achievable without the benefit of a s.106 agreement to provide the splays in perpetuity across 3rd party land. **I would recommend that the applicant clarifies the above details.**

It would only appear possible for splays of approximately 2.4 x 8m or 2.0 x 18m measured to the nearside edge to be achieved from the proposed access over land under the applicant's control. I would not consider the use of a 2m setback distance to be appropriate in this instance.

Parking & Turning Provision

I understand that both Church View and School House no longer have parking provision available off this access. It would appear that previous available visibility from any improved access is now reduced as the previous applicants no longer have control of the land running alongside Church View. Both properties either side of the proposed access now appear to park their cars on the Church Road either side of the access which typically impacts on the available visibility along Church Road.

Parking provision for the proposed 2 new dwellings appears adequate.

Although the proposed development would be served off an unadopted access road, a development of this size would normally be required to provide a communal turning facility available to all users of the access road including delivery vehicles. I attach a drawing showing the turning head required for typical medium sized delivery vehicles eg/ supermarket home delivery van. **I previously recommend that the applicant indicated this detail on a revised layout plan. The submitted layout plan (Drg.No. W011 Rev B) is of insufficient size. I would recommend that the applicant indicates the required detail on a revised layout plan.**

I await the requested information.

A handwritten signature in black ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer Environment & Technical