

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0724 **Your Ref:** SEH/P/2020/0724
Date: 10th February 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 357 551 Marford Gate, Chester Road, Gresford, Wrexham.

Development: Outline application (All Matters Reserved) for 2 houses.

I refer to your consultation / email dated 18/11/2020 and submitted site plan (Drg. No. AP.02 Rev P2) in respect of the above.

Although all matters are reserved, I comment as follows:-

Access

The proposed development site is located on Wynnstay Lane which is an unclassified, residential road subject to a 20mph speed limit. This section of Wynnstay Lane includes traffic calming features given its proximity to the Rofft CP School.

Based on speeds of 20mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. The submitted layout plan indicates this detail.

Visibility from the existing access serving the development site is substandard in both directions providing splays of approximately 2.4 x 8m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by existing boundary hedge. The existing hedgerow could be lowered to a maximum height of 1m above the adjoining carriageway to provide the required visibility splays.

I would also recommend that any proposed access provides adequate pedestrian visibility given its proximity to the school. A pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. The submitted layout plan indicates this detail.

The existing access off Wynnstay Lane is only 3.1m wide and is gated 3.8m behind the edge of carriageway. Any proposed shared access would need to be a minimum of 4.8m wide for at least 5m behind the adjoining highway (back of footway) with any widening taking place away from the existing raised table feature. Any required extension to the dropped kerbs will require s.184 consent. The submitted layout plan indicates this detail.

I would normally recommend any proposed gates are erected a minimum of 5m behind the adjoining highway. However, it would be preferable in this instance that no gates are erected at the access given its proximity to the school.

I would recommend that any access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. An Aco drain or similar will be required to intercept any private surface water run-off should the access slope towards the highway.

I would suggest that the applicant arranges for a H-bar to be installed across any proposed access to deter any indiscriminate parking (contact: Jo Giles - Traffic Section on Tel: 01978 729670).

Parking &Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the site for both dwellings.

LPGN 16 would normally require a maximum of 3 spaces for each 4 bed dwelling. LPGN 16 does not include garage spaces as contributing to parking provision. I would recommend that each property provides 3 spaces each particularly given the parking issues which occur in this area given the proximity of the school. The submitted layout plan indicates this detail.

I would recommend that adequate turning is provided for both dwellings within the curtilage of the site. The submitted layout plan indicates this detail.

I therefore have no objections in principle to the proposed development.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



Chief Officer, Environment & Technical