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PRE/2020/024
20th August 2020
Mr P Palmer
01978 729688
phil.palmer@wrexham.gov.uk

FAO: Jonathan Davies

Dear Sir

**Land @ 3 Wynnstay Lane, Marford, Wrexham.
Proposed 2 no dwellings.**

I refer to your email / enquiry dated 11/08/2020 in respect of the above.

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.

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.



I would recommend the submission of a suitably scaled layout plan indicating how the required splays will be achieved.

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.

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 4 spaces for the 5 bed dwelling and 3 spaces for the 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.

I would recommend that adequate turning is provided for both dwellings within the curtilage of the site. This has not been demonstrated on the submitted layout plan (Drg No. AP02 Rev P1).

I would recommend the submission of a suitably scaled layout plan indicating how the required parking and turning provision will be achieved.

I would recommend that you discuss the proposed development with our Planning Department before submitting a planning application.

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.

Yours faithfully,



Chief Officer, Environment & Technical