

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sharon Holman
Our Ref:	ET/DC/P/Pre/2020/032	Your Ref:	ENQ/2019/0129
Date:	22 nd October 2020		

**49 Russell Street, Cefn Mawr, Wrexham.
Proposed New Driveway, Two Storey Extension and Two Storey Garage.**

Further to your email / consultation dated 07/10/2020 in respect of the above, I comment as follows:-

Access

The proposed development site is currently accessed off King Street which is a classified road subject to a 20mph speed limit. Any proposed / existing access onto King Street 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 property is currently accessed off an unadopted road which serves a number of existing properties. Visibility from this access onto King Street is adequate in the northerly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 7m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary wall. This access / road is typically only 2.3m wide and cannot accommodate the simultaneous passage of two vehicles. The road is unsurfaced and has no formal turning head.

I would therefore recommend that if the new access onto King Street is supported then access at the property via the unadopted road is closed up.

The submitted layout plan (Drg. No. RS/PD/07) appears to indicate a gradient of 1:8 for the first 10m of the proposed access. The submitted layout plan (Drg. No. RS/PD/07a) appears to indicate a gradient of 1:10 for the first 10m of the proposed access. Based on the latest plan, a maximum gradient of 1:10 would be considered acceptable.

The proposed access appears to be 4.2m wide. The submitted plan does not indicate the proposed splays from the proposed access. **Could you please ask the applicant to indicate the full extent of the proposed splays in both directions on a revised layout plan.** There is an existing 1.7m high retaining wall fronting King Street which will need to be lowered / modified to form the access and achieve the required splays. **I would recommend that the applicant liaises with our Senior Engineer (Structures) contact Roger Davies on Tel:01978 729736 to discuss any proposed retaining walls or modification to existing retaining walls that may impact on the adjoining highway that may require technical approval.**

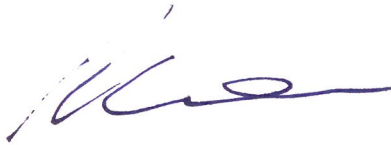
Any proposed access would need to be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the adjoining highway (preferably no gates). An Aco drain or similar would need to be installed across the proposed access to intercept any private surface water run-off. I would recommend that this detail is indicated on a revised layout plan.

Parking and Turning Provision

Adequate parking provision would need to be provided at the proposed development site. LPGN 16 does not include garages spaces as contributing to parking provision. I assume that the one bedroom accommodation above the garage would be conditioned as an annexe being ancillary to the dwelling.

Based on a 4 bedroom property (main house), I would recommend the provision of 3 no. spaces with adequate turning provision. **Could you please ask the applicant to provide a suitable layout plan indicating this detail.**

I await the requested information.

A handwritten signature in blue ink, appearing to be 'M. A.', is written over a faint horizontal line.

Chief Officer, Environment & Technical