

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0460 **Your Ref:** MRJ/P/2020/0460
Date: 2nd October 2020

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 285 512 Llys Awen, Heol Llewelyn, Coedpoeth, Wrexham.
Development: Sub-division of existing 4 bedroom detached dwelling to form 2 no. two bedroom dwellings.

I refer to your consultation dated 24/08/2020 in respect of the above.

Access

The proposed development is currently accessed close to the junction of Fron Las and Waen Road which are both unclassified roads subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 15mph in this location given the geometry of the road.

Any proposed / existing access in this location would normally require visibility splays of 2.4 x 18m in both directions measured to the nearside edge of the adjoining highway. Visibility would be required from a setback distance of 2.4m behind the existing junction markings. It would appear possible to provide the required visibility splays from the proposed access. **I would recommend that the applicant indicates the required splays on a suitably scaled layout plan.**

The existing access arrangement comprises 2 gated access points 2.5m and 2.1m wide gated at approximately 3.1m and 5.5m respectively behind the existing junction markings. The formation of a single shared access point at least 4.8m wide would be considered beneficial in highway safety terms. I would recommend that no gates are erected across the proposed access. The existing telegraph pole between the two existing access points will need to be re-located to a more suitable location. **I would recommend that the applicant indicates this detail on a revised layout plan.**

I would recommend that any proposed 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. **I would recommend that the applicant indicates / annotates this detail on a revised layout plan.**

Parking and Turning Provision

The submitted layout plan indicates the provision of adequate parking and turning provision for both dwellings.

In principle, I have no objections to the proposed development. I await the requested information.

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke extending to the right.

Chief Officer, Environment & Technical