

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0719 **Your Ref:** SEH/P/2019/0719
Date: 16th October 2019

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

Location: O. S Grid Ref: 346 492 173 Kingsmills Road, Wrexham.
Development: Erection of 1 no. Three Bed Dwelling and Access Arrangements.

I refer to your consultation / email dated 15/10/2019 including layout plans (Drg No PL/RO/102 Rev B & PL/RO/105 Rev A) in respect of the above.

Access

The proposed development site is located on Kingsmills Road which is a busy, classified road subject to a 30mph speed limit. Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The existing access serving Rosebank provides visibility splays in excess of 2.4 x 43m in both directions. The existing access is approximately 10m wide reducing to around 4.5m wide at 5m behind the adjoining carriageway. Beyond this point the driveway reduces to around 4m and cannot accommodate the simultaneous passage of 2 vehicles.

I would normally recommend that any proposed access of this nature be at least 4.8m wide with any gates being setback at least 5m behind the highway boundary or preferably no gates.

I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway boundary. No private surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be constructed across the access to intercept any such run-off.

There are 2 existing public footpaths which run close to the eastern boundary of the development site which would need to be protected / maintained as part of any proposed development. I would recommend that you contact Sean Hanratty (WCBC Public Rights of Way Section) on Tel: 01978 729761 to discuss the implications of the proposed development. These footpaths exit onto the footway in close proximity to the existing / proposed vehicular access.

I would raise concerns as to the potential conflict of vehicles / pedestrians in this location should the proposal be supported. If vehicles entering / exiting the site attempt to do so at the same time then the vehicle already on Kingsmills Road is likely to stop and wait in the highway whilst the other vehicle exits the site. This has the potential to cause rear end collisions with vehicles coming downhill along Kingsmills Road.

In order to improve the situation, I would recommend that the applicant considers widening the existing access which will become shared to a minimum width of 4.8m for a minimum distance of 5m beyond the public footpath access. This would allow 2 vehicles to sit clear of the adjoining highway and public footpath access.

The submitted layout plan (Drg. No. PL/RO/105 Rev A) appears to indicate the proposed widening of the access as indicated above which would be considered acceptable. **However, I would recommend that the proposed Aco drain is setback on the eastern side of the access to just behind the existing entrance to the public footpath. It is likely to suffer damage by larger maintenance vehicles if it remains as proposed. This detail should be indicated on a revised layout plan.**

Parking & Turning Provision

In terms of parking & turning provision at the development site, I comment as follows:-

Adequate parking and turning provision would need to be provided within the curtilage of the site for each plot. I would recommend that parking provision is provided in accordance with LPGN 16 maximum standards.

I understand that the existing dwelling is 4 bedroomed (max. requirement of 3 spaces) and the proposed dwelling is 3 bedroomed (max. requirement of 3 spaces). LPGN 16 no longer includes garages as contributing to parking provision.

The submitted layout plan (Drg. No. PL/RO/102 Rev B) indicates 3 spaces per dwelling with adequate turning provision which is considered acceptable. **However, could you please ask the applicant to re-locate the Aco drain as indicated above on a revised layout plan.**

Subject to the re-location of the Aco drain, I would have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ15
038R

VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 4.8 metres for a minimum distance of 5m behind the highway boundary.

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@@.

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Supplementary Notes

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

Note to Applicant:

Public Footpaths No.9 & 24 - Wrexham run close to the eastern boundary of the development and should not be interfered with. I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.



 Chief Officer, Environment & Technical