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MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2023/0441 Rev(3a)	Your Ref:	P/2023/0441
Date:	02/11/2023		

TOWN AND COUNTRY PLANNING ACT 1990

FFURFIO MYNEDFA NEWYDD AC ADEILADU GAREJ NEWYDD AC ESTYNIAD LLAWR CYNTAF UWCH EI BEN / FORMATION OF NEW ACCESS AND CONSTRUCTION OF NEW GARAGE AND FIRST FLOOR EXTENSION ABOVE

FAIR VIEW CLOY LANE OVERTON WREXHAM

Grid Ref: E 339823.54 N 342075

I refer to your consultation / email dated 03/10/2023 including revised layout plan (C145/005 Rev A) in respect of the above.

Access

The proposed development site is located on Cloy Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph along this section given the geometry of the road.

Assuming typical speeds of 40mph, TAN 18 would normally require any proposed access to provide visibility splays of 2.4 x 120m in both directions measured to the centreline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Existing Access

There is an existing access at the site which currently has inadequate visibility splays of approximately 2.4 x 20m to the north and 2.4 x 6m to the south measured to the centerline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow and trees planted in the verge. Our Streetscene Section are aware of the trees which have been planted in the highway verge and will be reviewing their location given potential maintenance / visibility issues. Visibility could be improved by setting back / lowering of the hedgerow along with removal of any trees impeding visibility. The Highways Streetscene section have indicated that the trees will be removed on confirmation that the development is to proceed.

I understand the applicant wishes to form the new access serving Fair View to access the proposed garage. If a second access is required then the existing access would need to be improved as it is currently sub-standard. This detail is relevant as the applicant has control of the adjoining property / access (blue line boundary - Drg. no. 145/005).

The existing access is approximately 4.1m wide and is surfaced with loose bound materials. I would recommend that this access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

No private surface water is normally permitted to flow onto the adjoining highway. I would recommend an Aco drain or similar is installed to intercept any such run-off.

The applicant has proposed improvements to this existing sub-standard access including hard bound paving for 5m behind the adjoining highway and installation of an Aco drain to intercept private surface water run-off as indicated on the revised layout plan.

However, the applicant has not indicated any improved splays as previously highlighted / requested. **I would recommend the applicant provides a suitably scaled layout plan indicating improved / appropriate splays from the existing access.**

Existing Parking & Turning Provision

There would appear to be adequate space to provide parking for at least 5 cars plus turning within the curtilage of the site off the existing access.

Proposed Access

Assuming typical speeds of 40mph along this section, TAN 18 would normally require any proposed access to provide visibility splays of 2.4 x 120m in both directions measured to the centreline of the adjoining highway.

The revised layout plan indicates the provision of the required splays which will require modifications to the existing hedgerow.

I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. The revised layout plan indicates this detail.

No private surface water is normally permitted to flow onto the adjoining highway. I would recommend an Aco drain or similar is installed to intercept any such run-off. The revised layout plan indicates this detail. However, the proposed Aco drain will need to be re-located just behind the highway boundary, not in the highway verge.

In order to construct the proposed access, the applicant will be required to apply for s.184 consent to the Council.

The proposed access, indicates 6m clearance behind the proposed 3 no. spaces which is considered acceptable. However, a minimum distance of 5.5m is required between the proposed garage and the back of highway verge. This has not been indicated on the submitted layout plan.

I would recommend the applicant provides a suitably scaled layout plan indicating / addressing the details highlighted above.

Proposed Parking & Turning Provision

Parking provision will need to comply with LPGN 16. Adequate turning space will be required ie/ minimum 6m clearance behind each space. Minimum 5.5m depth driveway between back of highway verge and garage door. LPGN 16 does not include garage spaces as contributing to parking provision.

I await the requested details.

Supplementary Notes

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

Note to Applicant

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

A handwritten signature in cursive script, appearing to read 'Bailey', is positioned above the title of the Chief Officer.

Chief Officer, Environment & Technical

