

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2023/0823	Your Ref:	P/2023/0823
Date:	08/01/2024		

TOWN AND COUNTRY PLANNING ACT 1990

ADELADU ANNEDD / ERECTION OF DWELLING

HILLCROFT WREXHAM ROAD PENTRE BYCHAN WREXHAM

Grid Ref: E 330309 N 347464

I refer to your consultation / email dated 4/12/2023 in respect of the above.

Access

The proposed development site is accessed off Wrexham Road which is a busy, classified road subject to a 40mph speed limit.

Based on typical speeds of 40mph, any proposed / existing access would normally require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

There is an existing 3.7m wide gated access serving the development site. The proposed access is located in approximately the same position as the existing access. Visibility from the existing / proposed access is adequate providing splays in excess of 2.4 x 120m measured to the nearside edge in both directions.

The access behind the gates is currently unsurfaced. I would recommend any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No private surface water run-off is normally permitted to flow onto the adjoining highway. An Aco drain or similar would normally be required to intercept any such run-off. This is indicated on the submitted layout plan.

Could you please ask the applicant to annotate the dimensions of the proposed access on a revised layout plan. The existing dropped kerbs will need extending by 2 - 3 kerbs in the southerly direction for which s.184 consent will be required

The existing access is relatively steep. I would recommend the applicant provides details of the existing / proposed access gradient ie/ annotates gradient values on the plan. I would recommend that the gradient is indicated for at least the first 10m behind the highway boundary ie/ back of footway.

Inclusive Mobility Guidance suggests that gradients should not exceed **1 in 20**. (A slope steeper than this is generally defined as a 'ramp'). Even if a pedestrian route has no slopes in excess of 1 in 20, it is important that there are level sections, or 'landings', at regular intervals. Gradients steeper than 1 in 20 can be managed by some wheelchair users, but only over very short distances. Even over these short distances the maximum gradient used should be no more than **1 in 10**. **As a general rule, however, 1 in 12 should be the absolute maximum.**

Parking & Turning Provision

Parking & turning provision at the site will need to comply with LPGN 16 requirements.

The provision of 3 parking spaces plus turning would be considered acceptable.

Could you please ask the applicant to annotate the dimensions of the proposed parking spaces with minimum 6m clearance behind for turning on a revised layout plan.

I await the requested information

Supplementary Notes

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

A handwritten signature in blue ink, appearing to read 'K. O' or similar, with a stylized flourish at the end.

Chief Officer, Environment & Technical