

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0301 **Your Ref:** MRJ/P/2021/0301
Date: 10th June 2021

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL GAREJ - PRESWYLFA AR WAHAN ATODOL / DEMOLITION OF GARAGE - DETACHED RESIDENTIAL ANNEX CROFT COTTAGE PENYGELLI ROAD COEDPOETH WREXHAM

Grid Ref: E 328449.05 N 350594.38

I refer to your consultation dated 21/05/2021 in respect of the above and would advise you that we have the following comments;

Access

Croft Cottage, Penygelli Road, Coedpoeth, is an unclassified highway and subject to a 30mph speed limit. Visibility can be relaxed to the centerline of the highway given the restricted carriageway width along this section. The visibility splay required would be 2.4m x 43m, measured in both directions to the nearside edge as per Manual for Streets. Based on typical speeds of 25mph, any proposed access in this location would be required to provide visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Street.

The measured splays are below the minimum requirements, 2.4m x 17m (North) 2.4m x 23m (South). The submitted layout does not indicate the splays required. The boundary wall on either side of the property would require modification to allow for the visibility in both directions to be achieved.

I would recommend that the applicant indicates the above detail on a suitably scaled layout plan.

Parking

The existing access serving Croft Cottage the development site is approximately 5.7m wide. The access is surfaced with loose bound materials and is gated approximately 3.5m behind the edge of carriageway. The existing access provides some off road parking but there would appear to be limited space for turning of vehicles within the curtilage of the site. We are not satisfied with the parking proposals the ability for vehicles to turn around within the curtilage of the site. Parking provision as shown will impede the free movements for the existing occupants of croft cottage.

I would recommend that the applicant indicates the existing / proposed parking and turning arrangements on a suitably scaled layout plan.

Conclusion

I would therefore not normally support any proposed development that is likely to result in any significant increase in vehicle movements utilising this substandard visibility and parking provision along this road.

I await the requested information.

I recommend that any permission include the following conditions:

CONDITIONS

ZJ05 ACCESS GRADIENT

039R The vehicular access hereby approved shall be a maximum gradient of 1 in 8 (12.5%).

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.

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.

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the centerline 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.

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, 3, 4 & 5 of the supplementary notes.



Chief Officer, Environment & Technical