

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0367 **Your Ref:** MR/P/2017/0367
Date: 6th June 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 421 460 Land adjacent to Stack Barn, Mulsford Lane, Worthenbury.
Development: Erection of 5 bedroom detached dwelling with integral double garage and access.

I refer to your consultation received on 25/05/2017 in respect of the above.

The proposed development site is located on Mulsford Lane which is a rural, unclassified road subject to a 30mph speed limit.

Assuming typical speeds of 30mph, Manual for Streets would normally require any proposed access to provide visibility splays of 2.0 x 43m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. The provision of these splays will require the setting back / lowering of the existing boundary fence in the adjoining field in the north westerly direction and the lowering / removal / setting back of the existing hedgerow fronting the site.

Visibility from the proposed access appears achievable in the south easterly direction subject to the lowering / removal / setting back of the existing hedgerow fronting the site. However, it is unclear as to whether the applicant has control of the land adjoining the proposed site in the north westerly direction as the required splay would appear to cut across land behind the highway boundary. I **would recommend that the applicant clarifies the above detail.**

The proposed development site is fronted by a 1.5m wide footway which already benefits from a 8.1m wide dropped kerb in approximately the same location as the proposed access.

I would recommend that any proposed access is surfaced with hard bound materials (ie/ bituminous macadam) for at least 5m behind the highway boundary. No gates shall be erected within 5m of the highway boundary.

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 constructed across the proposed access to intercept such run-off.

Parking and turning provision at the proposed development site appears adequate.

Providing the applicant is able to provide the required splay in the north westerly direction, I would have no objections to the proposed development and recommend that any permission include the following conditions:-

CONDITIONS

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. **B108 / 006 – Dated May 2017.**

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 2.0 metres x 43m 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.

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

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

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

- *Public Footpath No. 1 - Worthenbury passes to the north of the development site and should not be interfered with.*



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