

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0599

Your Ref: MR/P/2018/0599

Date: 21st September 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 361 553 Tintern, Pistyll Hill, Marford, Wrexham.

Development: Outline application for demolition of existing dwelling and erection of 2 no. new dwellings with all detailed matters reserved.

I refer to your consultation dated 04/09/2018 in respect of the above.

Although all matters are reserved, I comment as follows:-

Access

The development site is located on Pistyll Hill which is a narrow, unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Manual for Streets would normally require any proposed access to provide visibility splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. Visibility can be permitted to the centerline of the road given the restricted carriageway width (ie/ typically 2.5m).

The existing access is approximately 10m wide reducing to 4.1m wide at 7.3m behind the adjoining carriageway. The access is surfaced with hard bound materials but would benefit from re-surfacing.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 9m in the westerly direction (uphill) and 2.4 x 11m in the easterly direction (downhill) measured to the centerline of the adjoining carriageway in both directions. Visibility is impeded in both directions by the existing hedgerow. However, it would appear possible to provide adequate visibility by the removal / setting back of the existing hedgerow.

Access via Hoseley Lane

Hoseley Lane is a classified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30mph given the geometry of the road. TAN 18 would normally require such a junction to provide visibility splays of 2.4 x 90m in both directions. Visibility at the Pistyll Hill / Hoseley Lane junction is inadequate in both directions providing splays of approximately 2.4 x 18m to the north (nearside edge) and 2.4 x 30m to the south (centerline).

Access via Wynnstay Lane

Wynnstay Lane which is a narrow, unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph due to the geometry of the road. Manual for Streets would normally require such a junction to provide visibility splays of 2.4 x 25m in both directions. Lateral visibility is adequate at the Pistyll Hill / Wynnstay lane junction providing splays in excess of the above requirements. However, forward visibility for vehicles accessing Pistyll Hill off Wynnstay Lane is poor.

I would normally recommend that any proposed shared access is a minimum width of 4.8m and is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the adjoining highway.

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.

The carriageway fronting the property is only 2.5m wide and cannot accommodate the simultaneous passage of 2 vehicles. If the application is supported, it would be considered beneficial to construct a layby along the site frontage approximately 16m in length providing an overall carriageway width of 4.8m. This would benefit all users of Pistyll Hill. Such a lay-by / passing would need to be constructed to adoptable standards for which the applicant would need to enter into s.38 / 278 agreement with the Council.

Given the issues raised above, I would not be able to support any proposed development that is likely to result in any increase in traffic generation .

Parking & Turning Provision

Adequate parking (garages excluded) and turning provision would need to be provided for both dwellings in accordance with LPGN 16.

Construction Traffic Management Plan

Access to the development site is either via the Pistyll Hill / Hoseley Lane junction or via the Pistyll Hill / Wynnstay Lane junction. Both means of access to / from the site are relatively poor. Pistyll Hill is subject to a 7.5T weight restriction for its entire length. I would normally recommend the submission of Construction Traffic management Plan (CTMP) prior to commencement which shall include provision for contractor parking & turning. However, it would appear difficult to carry out any proposed demolition / construction work which would not contravene the existing weight restriction in place along Pistyll Hill. The applicant may wish to discuss this issue with our Traffic Section- contact Darren Green on Tel: 01978 729643.

Supplementary Notes

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

peter Douthwaite

pm Planning Control Manager