

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0422 **Your Ref:** MP/P/2016/0422
Date: 10th May 2016

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 338 465 Clay Pit Cottage, Sontley, Wrexham.

Development: Demolition of existing dwelling and erection of new replacement two storey dwelling.

I refer to your consultation dated 04/05/2016 including layout plan (Drg. No. 15.5631 / B1 – Dated Jan 2016) in respect of the above.

The proposed development site is located on a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Access

Assuming typical speeds of 30mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in the northerly direction and to the centerline of the adjoining highway in the southerly directions in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the adjoining highway in the southerly direction given the restricted carriageway width.

Visibility from the existing / proposed access is approximately 2.4 x 25m to the south measured to the centerline of the adjoining highway and 2.4 x 21m to the north measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows.

The existing access is 3m wide and paved with hard bound materials for approximately 3.4m behind the adjoining highway. I understand that the existing access will be used to serve the replacement dwelling.

Parking / Turning Provision.

There would currently appear to be sufficient space within the curtilage of the site to accommodate at least 3 no. cars with adequate space behind for turning. I would recommend that the same level of parking and turning provision is maintained at the site.

I therefore have no objections to the proposed development on highway grounds and recommend any permission includes 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 no. **Drg. No. 15.5631 / B1 – Dated Jan 2016.**

ZJ19 VISIBILITY SPLAYS (NEAR SIDE AND CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 21 metres to the north measured to the nearside edge of the adjoining highway and 2.4 metres x 25 metres to the south measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the 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 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.

ZJ23 (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained. and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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

Peter Dornwald

hm

Service Manager Environment