

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0488 **Your Ref:** KH/P/2016/0488
Date: 1st June 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 360 552 Sion Cottage, Pistyll Hill, Marford, Wrexham.

Development: Demolition of Existing Dwelling and Outbuildings, Erection of New Two-Storey 4 No. Bedroom Detached Dwelling Including Elderly Relative Accommodation within Main Property And Erection Of Detached Garage with External Stairs to Storage Loft Above.

I refer to your consultation dated 27/05/2016 including layout plan (Drg. No. SCM / SC1) in respect of the above.

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).

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 13m measured to the centerline of the adjoining carriageway in both directions. Visibility is impeded in both directions by the existing boundary fencing / hedgerow. Although the proposed modified access appears to be marginally improved from existing, I would suggest that all obstacles to visibility along the site frontage are either removed or setback in order to maximize visibility from the proposed access.

I would recommend that the proposed access 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.

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. I would therefore recommend the submission of Construction Traffic management Plan (CTMP) prior to commencement which shall include provision for contractor parking & turning.

Parking & Turning Provision

Parking (garages excluded) and turning provision indicated on the submitted layout plan for the proposed dwelling appears adequate.

Granny Flat

Given the issues raised above I would be unable to support any proposed development that is likely to result in any increase in vehicle movements along Pistyll Hill. I would therefore recommend that a condition is included which ensures that the granny flat remains ancillary to the main dwelling and not sold on as a separate flat.

I therefore have no objections in principle to the proposed development and would recommend any permission include the following conditions:-

CONDITIONS

- | | |
|---------------|--|
| NONSTD | VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE) |
| 038R | Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of at least 2.4 metres x 13 metres in both directions 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 nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. |
| ZJ41 | GENERAL LAYOUT |
| 026R | Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. SCM / SC1 . |
| 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. |

ZJ45
026R

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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

Peter Darnwante

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Service Manager Environment