

MEMORANDUM

From: Infrastructure and Planning Manager **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2011/0333 **Your Ref:** SEH/P/2011/0333
Date: 12TH May 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: Winewood, Hoseley Lane, Marford, Wrexham.

Development: Erection of replacement dwelling with double garage.

I refer to your consultation dated 10/05/2011 in respect of the above.

The development site is accessed off Pistyll Hill which is a narrow, rural unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph along this section given the geometry of the road.

Assuming typical speeds of 20mph, Manual for Streets would normally require any proposed / existing 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 relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the proposed access is inadequate providing splays of approximately 2.4 x 13m to the south west and 2.4 x 18m to the north east measured to the centreline edge of the adjoining highway. Visibility is impeded in both directions by the existing boundary walls / hedgerow either side of the access. However, the application is for a replacement dwelling utilizing an existing access and is not expected to generate any increase in vehicle movements than are currently generated at the site.

Adequate parking and turning facilities at the proposed development site shall be provided to the satisfaction of the Planning Authority.

Pistyll Hill is subject to a traffic regulation order restricting vehicles to a maximum weight of 7.5T and is considered unsuitable for HGVs.

In terms of demolition / construction of the existing / proposed dwelling, I would recommend that details of a suitable "Construction Traffic Management Plan" which restricts access by construction vehicles to the site via the Pistyll Hill / Hoseley Lane junction and includes provision for contractor parking and turning are submitted to the Local Planning Authority for further approval prior to commencement of works.

I would therefore recommend that any permission include the following conditions:-

CONDITIONS

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PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on approved drawing shall be fully laid out, surfaced and drained prior to first use of the development. These areas 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.

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CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No part of the development shall commence until a Construction Traffic Management Plan which restricts access by construction vehicles to the site via the Pistyll Hill / Hoseley Lane junction and includes provision for contractor parking and turning has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implanted.

Supplementary Notes

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



Infrastructure and Planning Manager