

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0379 **Your Ref:** MP/P/2020/0379
Date: 3rd September 2020

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 403 401 Cheshire Cheese, Overton Road, Penley, Wrexham.

Development: Construction of new access road for dwelling.

I refer to your consultation dated 11/08/2020 including submitted block plan (Drg. No. SA36154-02) in respect of the above.

The proposed development site is located on the A539 Overton Road which is a classified, rural road subject to a 40mph speed limit.

Existing Access off Lion Lane

The property is currently accessed off Lion Lane which is an unclassified road subject to a 40mph speed limit.

Visibility at the A539 junction is adequate providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway. However, forward visibility when approaching from the south west, turning into Lion Lane to vehicles approaching along the A539 from the north east is limited to approximately 25m SSD (stopping sight distance).

The closure of the existing access off Lion Lane would therefore be viewed as beneficial.

Proposed Access off A539

The existing / proposed access is located on the A539 Overton Road which is a classified, rural road subject to a 40mph speed limit. Although vehicle may well travel up to 40mph approaching from the east, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the west given the geometry of the road.

The proposed access utilizes a previously approved access serving an agricultural storage building granted under planning application ref: P/2017/0778.

Based on speeds of 40mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m measured to the nearside edge of the adjoining highway in accordance with TAN 18. Assuming speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Visibility from the proposed shared access is considered acceptable.

The previously approved access (ref: P/2017/0778) included conditions to widen the access to 5m for a distance of 10m behind the adjoining highway and surface with hard bound materials. This has not been carried out. I would recommend that these conditions are implemented in order to support the proposed development.

The proposed access cuts across the previously approved access in close proximity to the adjoining highway. In order to minimize vehicle conflict at this point, I would recommend that the existing field gate is closed up and the property accesses via a revised access point setback just in front of the gates serving the track leading to the agricultural building (approximately 10m behind the adjoining highway).

The shared access would benefit from the widening of the access / dropped kerbs on the eastern side of the access (approximately 6 no. kerbs affected) to aid vehicles turning into the shared access from the easterly direction. Surfacing of the access at this point would also improve the access. The applicant will require s.184 consent to carry out this work.

I would recommend that the applicant provides a revised layout plan including / annotating the above details.

Parking & Turning Provision

Adequate parking and turning provision would appear to be proposed within the curtilage of the site for the existing property.

Public Footpath No.1 - Penley (Maelor Way)

Public Footpath No.1 - Penley (Maelor Way) appears to pass through the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

SuDS / SAB Approval

I understand that the applicant will be required to liaise with NRW in respect of TAN 15 requirements.

SAB approval will also required. The applicant will need to liaise with our Flood Management Section.

Supplementary Notes

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

Note to Applicant:

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A handwritten signature in black ink, consisting of stylized, overlapping loops and strokes.

Chief Officer Environment & Technical