

MEMORANDUM



From: Planning Control Manager

To: Chief Officer Planning & Regulatory

Our Ref: PR/DC/PP/2019/0382

Your Ref: KH/P/2019/0382

Date: 3rd June 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 457 The Groves Farm, Sontley, Wrexham.

Development: Siting of mobile home (for a temporary period of 3 years).

I refer to your consultation dated 30/05/2019 including layout plan (Drg. No. RJC-M2406-02) in respect of the above.

Access

The development site is located on Marchwiell Hall Road which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30 – 40 mph given the geometry of the road.

Assuming speeds of 40mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18..

The applicant may wish to arrange for a speed survey to be carried out along this section to determine 85th percentile speeds. This will determine the required splays.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 8m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

The existing access is approximately 9m wide and surfaced with loose bound materials. The access is gated approximately 2.4m behind the adjoining carriageway.

The proposed access indicated on submitted layout plan (Drg. No. RJC-M2406-02) indicates a proposed access width of 5m with 6m kerb radii which would be considered adequate. I would normally recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with no gates being erected within 10m of the highway boundary.

No private surface water run-off would be permitted to flow from the development site onto the adjoining highway. I would normally recommend that any proposed access provides an Aco drain or similar to intercept any such run-off.

The submitted layout plan does not indicate any details of proposed visibility splays. I would recommend that the applicant provides a revised layout plan indicating the above detail. The existing level of visibility provided at the access is sub-standard. Based on such splays, I would not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements through this access.

Traffic Generation

I assume that the existing field access will have an existing traffic generation for access by agricultural vehicles. However, no details of existing daily vehicle movements through this access have been provided.

It is not clear from the submitted details, how many bedrooms the proposed accommodation will have or the number of occupants expected to live in the accommodation.

I would recommend the applicant clarifies the above detail.

Parking & Turning Provision.

The submitted layout plan indicates the provision of 2 parking spaces which is adequate for a 2 bedroom dwelling. However, it is not clear from the submitted details, how many bedrooms the proposed accommodation will have or the number of occupants expected to live in the accommodation.

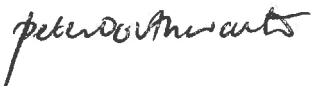
I would recommend the applicant clarifies the above detail.

There would appear to be adequate turning provision within the curtilage of the site.

If the application is to be supported, I would recommend that the applicant addresses the issues raised above.

Supplementary Notes

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



11/1 Planning Control Manager