

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0044 **Your Ref:** PF/P/2018/0044
Date: 31st January 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 511 Spring Villa, Hugmore Lane, Llan y Pwll, Wrexham.

Development: Erection of replacement garage / workshop.

I refer to your consultation dated 24/01/2018 including layout plan (Drg. No. P102/004 Rev A) in respect of the above.

The proposed development site is located on the corner of Hugmore Lane / Francis Lane which are both rural, classified roads subject to a 60mph speed limit.

The proposed development site / existing property has 2 no. existing access points.

Access off Hugmore Lane

This section of Hugmore Lane takes the form of a quiet cul-de-sac where vehicle speeds are likely to be around 20mph with minimal traffic passing the site.

The existing access is 3.5m wide, gated 3.1m behind the edge of carriageway and is paved with hard bound materials. I assume that this access is typically used to service the house (ie/ cars).

Any proposed / existing access in this location would normally be required to provide splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility from this access is currently inadequate providing splays of approximately 2.4 x 19m to the north west and 2.4 x 5m to the south east measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

Access off Francis Lane

This section of Francis Lane is typically narrow being less than 4.1m wide.

I would estimate typical speeds at being around 25mph for vehicles approaching from the west and 30mph for vehicles approaching from the east given the geometry of the road.

The existing access is 6.7m wide, gated 3.2m behind the edge of carriageway and is paved with loose bound materials. I assume that this access is typically used to service the existing / proposed business.

Any proposed / existing access in this location would normally be required to provide splays of 2.4 x 33m in the westerly direction and 2.4 x 43m in the easterly direction measured to the centerline of the adjoining highway. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

Visibility from this access is adequate providing splays in excess of 2.4 x 33m in the westerly direction (centerline) and in excess of 2.4 x 43m in the easterly direction (centerline).

Parking & Turning Provision

There would appear to be ample parking and turning provision within the curtilage of the site.

Although the existing accesses would benefit from improvements, I understand that the existing business is a very small scale operation with minimal vehicle movements. I understand that the existing unit was previously used to store and repair 4 no. haulage vehicles which operated from the site. It may be considered appropriate to impose a personal permission for the proposed business in this instance.

On this basis, I would have no objections to the proposed development on highway grounds.

Supplementary Notes

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

peter oosthuizen

in Service Manager Environment