

MEMORANDUM

From:	Planning Control Manager	To:	Chief Officer Planning & Regulatory
Our Ref:	PR/DC/P/2019/0350	Your Ref:	MP/P/2019/0350
Date:	14 th May 2019		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 405 426 Matsons Croft, Hollybush Lane, Penley, Wrexham.

Development: Application for demolition of existing bungalow and erection of replacement dwelling with associated external works.

I refer to your consultation dated 09/05/2019 in respect of the above.

Access

The proposed development site is located on Hollybush Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

Assuming speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing / proposed access is adequate in the westerly direction providing a splay in excess of 2.4 x 43m measured to the centerline of the adjoining highway. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 18m measured to the centerline of the adjoining highway. Visibility is currently impeded in this direction by the existing hedgerow. I would suggest that the applicant considers improving visibility in this direction (ie/ remove / lower section of existing hedgerow).

It would be useful if the applicant could indicate the proposed visibility splays from the proposed access on a revised layout plan.

The existing access is approximately 3.8m wide and surfaced with hard bound materials. The proposed access will be 4m wide with gates setback in excess of 5m behind the adjoining highway which is considered acceptable.

Parking & Turning Provision

Existing parking and turning provision at the development site appears adequate.

In terms of the proposed parking and turning provision at the development site, I comment as follows:-

LPGN 16 no longer includes garages as contributing to parking provision. I understand that the proposed dwelling is 4 bedroomed. I would recommend that 3 parking spaces are provided within the curtilage of the site. Although it would appear possible to accommodate 3 cars within the site, it is not clear from the submitted layout plan (Drg. No. SK01) how vehicles will turn. However, the applicant has indicated that the tree and grassed area indicated on the plan located to the east of the dwelling is to be removed and used as a parking / turning area. **I would recommend that the applicant provides a revised layout plan indicating this detail.**

I await the requested details.

Supplementary Notes

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



Planning Control Manager