

MEMORANDUM

From: Planning Control Manager

To: Chief Officer Planning & Regulatory

Our Ref: PR/DC/P/2019/0383

Your Ref: PF/P/2019/0383

Date: 24th May 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 378 407 Musley Farm, Musley Lane, Overton, Wrexham.

Development: Erection of replacement storm damaged domestic storage garden building and access arrangements.

I refer to your consultation dated 21/05/2019 in respect of the above.

The proposed development site is located on Musley Lane 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.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the centreline 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.

Existing Access

The existing access located at the northern end of the site appears to be shared with a rented building in the middle of the courtyard and the existing farmhouse.

The existing access is approximately 9.6m wide reducing to 5.1m at approximately 10m behind the adjoining carriageway. The access is surfaced with loose bound materials.

Visibility from the existing shared access is adequate in the northerly direction providing a splay in excess of 2.4 x 25m measured to the centreline of the adjoining highway. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 9m measured to the centerline of the adjoining highway. Visibility is restricted in this direction by the existing hedgerow along the site frontage.

I would suggest that the applicant considers carrying out improvements to the existing access in order to maximize visibility in the southerly direction (ie/ lower a section of existing hedgerow to a maximum height of 1m above the adjoining highway or setback hedgerow). **It would be considered preferable to improve the existing shared access rather than create an additional access as proposed.**

Proposed Access

There would appear to be 2 pillars and a gate located behind the existing hedgerow as indicated on the submitted layout plan (Drg. No. 19/2625/P01). I assume that this was a former access that was no longer required as an additional section of hedgerow has been planted in its place.

If the proposed access is supported, I would normally recommend the following:-

- Provision of visibility splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway.
- Access paved in hard bound materials for a minimum distance of 5m behind the adjoining highway.
- No gates erected within 5m of the adjoining highway.
- No private surface water shall be permitted to flow onto the adjoining highway. Access will require an Aco drain or similar to intercept any private surface water run-off.

I would recommend that the applicant provides a revised layout plan indicating the above details including any proposed improvements to the existing access (ie/ visibility).

Parking & Turning Provision

Adequate parking and turning provision will need to be provided at the site.

Supplementary Notes

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

Peter Douthwaite

PD Planning Control Manager