

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0959 **Your Ref:** MP/P/2018/0959

Date: 23rd November 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 360 355 Rose Cottage, 33 Wynnstay Lane, Marford, Wrexham.

Development: Outline application for 1 no. dwelling on land associated with 33 Wynnstay Lane.

I refer to your consultation dated 19/11/2018 including layout plan (Drg. No. F040/002) in respect of the above.

Although all matters are reserved, I would like to make the following comments:-

Access

The proposed development site is located on a shared private access road off Wynnstay Lane. Wynnstay Lane is a narrow, unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section. The existing shared driveway accesses onto Wynnstay Lane and the junction of Pistyll Hill.

Assuming typical speeds of 20mph, any proposed / existing access in this location would normally be required to provide a visibility splay 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 road given the restricted carriageway width along this section.

Visibility from the existing shared access is inadequate in both directions providing splays of 2.4 x 13m in the westerly direction and 2.4 x 6m in the easterly direction measured to the centerline of the adjoining highway. Visibility is impeded in both directions in that the required splays would need to cut across 3rd party land.

Forward visibility providing a stopping sight distance of 25m for vehicles approaching the proposed access from the south along Wynnstay Lane waiting to turn right into the site would also normally be required around the existing bend. There would only appear to be a forward visibility splay of approximately 15m given the geometry of the road.

I would therefore be unable to support any proposed development that is likely to result in an increase in vehicle movements through this substandard access.

The existing shared access is typically 3.4m wide and cannot accommodate the simultaneous passage of 2 vehicles. I would normally recommend a minimum shared access width of 4.8m. The existing access is surfaced with loose bound materials. I would normally recommend that any such access is surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary.

Parking and Turning Provision

The proposed parking and tuning provision indicated on the submitted layout plan appears acceptable.

Public Footpath (PROW no. 7 – Marford & Hoseley)

An existing public footpath runs along the shared private driveway. I would recommend that the applicant liaises with our Public Rights of Way Section (contact Sean Hanratty on Tel: 01978 729761) to discuss the proposed development.

I would therefore be unable to support the proposed development given the lack of adequate visibility and inadequate access width.

Peter O'Sullivan

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Planning Control Manager