

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0482 **Your Ref:** PF/P/2017/0482
Date: 8th August 2017

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 330 468 Smithy Cottage, Sontley Lane, Sontley, Wrexham.
Development: Conversion and extension of existing stable block to form 1 no. dwelling and construction of new shared access off Sontley Lane.

I refer to your consultation / email dated 02/08/2017 including revised layout plan in respect of the above.

The proposed development site is located on Sontley Lane which is a 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 in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Access Serving Existing Dwelling

The existing access is approximately 7.3m wide reducing to 4.2m wide at 5.4m behind the adjoining carriageway. The access is also gated 5.4m behind the adjoining carriageway.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 7m in both directions measured to the nearside edge of the adjoining highway.

Visibility is restricted in both directions by the existing boundary walls / hedgerow trees.

Adequate parking and turning provision is provided within the curtilage of the property.

Proposed Access to Serve Converted Stable Block (Dwelling)

The revised layout plan indicates a dual access with gates setback 5m from the adjoining carriageway which is considered acceptable. The proposed access shall be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required across the access to intercept any such run-off.

The submitted layout plan indicates the provision of visibility splays of 2.4 x 57m to the south and 2.4 x 50m to the north. It would appear possible to provide the suggested splay to the south (measured to the nearside edge of the adjoining highway) subject to the removal / setting back of the existing boundary wall, hedge and trees.

I assume that the existing oak tree north of the proposed access is to be retained. It would therefore only appear possible to provide a splay of approximately 2.4 x 36m measured to the nearside edge of the adjoining highway in the northerly direction. I would recommend that the existing tree stump in the verge is removed in order to maintain this splay in perpetuity.

Although the required visibility does not appear achievable in the northerly direction, it represents a significant improvement compared with the existing access arrangements. Providing that splays of 2.4 x 43m to the south and 2.4 x 36m to the north measured to the nearside edge of the adjoining highway can be provided, I would have no objections to the proposed development.

In terms of proposed parking and turning provision, I comment as follows:-

The provision of 3 no. spaces would be considered adequate. However, the parking and turning arrangements indicated on the submitted layout plan appear restricted. I would recommend that the applicant provides a revised layout plan indicating adequate parking and turning provision.

Could you please ask the applicant to provide a suitably scaled layout plan indicating the above detail.

I await the requested information.

Peter Dartnall

W Service Manager Environment