

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0639 **Your Ref:** SEH/P/2017/0639
Date: 11th August 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 403 502 Elm Villa, Church Lane, Isycoed, Wrexham.

Development: Outline application for residential development (1 dwelling) on land adjoining Elm Villa.

I refer to your email dated 07/08/2017 including layout plan (Drg. No. JI 25/002 Rev B – Dated July 2017) in respect of the above.

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

The proposed development site is located on Church Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Access (Reserved Matter)

Based on typical vehicle speeds of 25mph, any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility splays can be relaxed to the centerline of the road given the restricted carriageway width along this section.

The existing 2m high conifer hedge fronting the site will need to be removed in order to construct the proposed driveway and provide the required visibility splays.

I would recommend that any proposed access / driveway is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Parking & Turning Provision (Reserved Matter)

I would recommend that any proposed parking provision complies with the maximum requirements of LPGN 16 given the remote location of the site and narrow nature of Church Lane.

I would normally recommend that adequate turning provision is proposed within the curtilage of the site given that it fronts a classified road. However, given the relatively quiet / rural nature of the road with typical vehicle speeds of around 25mph, it would be considered unnecessary to insist on such provision in this instance.

In principle, 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.

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Service Manager Environment