

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0209 **Your Ref:** MP/P/2017/0209
Date: 29th March 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 403 401 Cheshire Cheese, Overton Road, Penley, Wrexham.

Development: Two-storey extension and formation of new vehicular access and laying of driveway.

I refer to your consultation dated 20/03/2017 including submitted block plan (Drg. No. SA24946/302) in respect of the above.

The proposed development site is located on the A539 Overton Road which is a classified, rural road subject to a 40mph speed limit.

Access

Access - A539 Overton

There is an existing access (8.6m wide dropped kerb) fronting the existing dwelling. This has recently been closed up with a section of hedge planted across the access. This access previously suffered from inadequate visibility providing splays of approximately 2.4 x 4m in both directions measured to the nearside edge of the adjoining highway. Visibility was impeded by the existing hedgerow fronting the property. Forward visibility was also limited for vehicles approaching from the north west providing a stopping sight distance of approximately 38m. Assuming typical speeds of 30mph for vehicles approaching from the north west, a stopping sight distance of 43m would normally be required.

The closure of this sub-standard access is considered to be beneficial in highway safety terms. If the proposed development is to be supported, I would recommend that the existing dropped kerb access / footway is reinstated to full height footway construction and a condition imposed for the permanent closure of this access.

Access off Lion Lane

The property is currently served by an access off Lion Lane which is a narrow, unclassified rural road subject to a 40mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph along this section given the geometry of the road.

Assuming typical speeds of 25mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is adequate providing splays in excess of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway.

The access is 3m wide and is gated 9.4 m behind the adjoining carriageway. The access has a steep gradient which is not ideal particularly during the winter months. The applicant proposes to close up this access and utilize an existing field access further east along the A539.

Proposed Access off A539

The existing / proposed access is located on the A539 Overton Road which is a classified, rural road subject to a 40mph speed limit. Although vehicle may well travel up to 40mph approaching from the east, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the west given the geometry of the road.

Based on speeds of 40mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m measured to the nearside edge of the adjoining highway in accordance with TAN 18. Assuming speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the proposed access is adequate in the easterly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 36m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing bridge parapet wall and trees beyond.

Forward visibility for vehicles approaching from the west is adequate providing a stopping sight distance of approximately 60m.

The proposed / existing access benefits from an existing 7.5m wide dropped kerb.

I would recommend that any proposed shared access is a minimum of 5m wide for at least 10m behind the adjoining highway and paved with hard bound materials for a minimum distance of 10m behind the adjoining highway. Any proposed gates shall be setback a minimum distance of 10m behind the adjoining highway.

I would recommend that the applicant submits a revised layout plan indicating the above access improvements for further approval.

The use of the proposed / existing access would be considered beneficial in highway safety terms including the permanent closure of two existing sub-standard accesses.

The construction of an internal access road / bridge across the existing river / stream may require "Ordinary Watercourse Consent" from our Flood Management Officer – Neil Taunt (Tel: 01978 729734). Please ask the applicant to contact Neil Taunt for further advice.

Parking & Turning Provision

I would recommend that the proposed 4 bedroom dwelling provides parking provision for 3 no. cars plus turning. The parking / turning area indicated at the proposed dwelling appears adequate.

I await the requested information.

Supplementary Notes

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

Note to Applicant:

Public Footpath No.1 - Penley (Maelor Way) appears to pass through the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Peter Downhite

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Service Manager Environment