

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0444 **Your Ref:** PF/P/2017/0444
Date: 4th July 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 351 420 Greenacres, School Lane, Erbistock, Wrexham.

Development: Outline application to erect 1 no. four bedroom detached dwelling and garage within garden area.

I refer to your email dated 04/07/2017 including layout plan (Drg. No. GA/SP/01 – Dated April 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 School 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 given the geometry of the road.

Access (Reserved Matter)

Access off School Lane

This section of School Lane is particularly narrow, typically 2.8m wide and cannot accommodate the simultaneous passage of 2 no. vehicles.

Based on typical vehicle speeds of 20mph, any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 25m 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.

There would appear to be 3 no. existing access points serving the site ie/ north westerly access, central access and south easterly access. All 3 no. access points suffer from inadequate visibility due to the existing trees / hedgerows located along the site frontage.

It is proposed to utilize the upper north westerly access as a shared access. In order to provide adequate visibility from this existing access, existing trees / hedgerow would need to be removed. I understand that existing trees 1, 2 & 3 indicated on the submitted layout plan are Category A & B Trees and will need to be retained. In this instance, it would appear that the required visibility splays could not be provided from the proposed access.

The proposed access is also considered likely to conflict with the existing parking arrangements should cars park in front of the existing garage. Although the access is 4.5m wide, the proposed shared access arrangement is considered to be unacceptable. It is considered that conflict of vehicle movements may also occur given the restricted carriageway width along this section of School Lane.

As the access is being proposed to serve more than 1 no dwelling, we would normally require the provision of a suitable shared turning facility within the curtilage of the site. Such a feature has not been indicated on the submitted layout plan.

I would therefore be unable to support any additional development served off this substandard access.

Access off Cae Adda Lane

Cae Adda Lane is a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

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.

It would be considered preferable to provide a suitable access off Cae Adda Lane to serve the proposed dwelling which could provide the required visibility splays. However, the provision of the required splays will require the removal of some of the existing trees / shrubs / hedgerow which is not possible.

Any proposed access in this location shall be a minimum width of 3m with and surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the adjoining highway.

No private surface water shall be allowed to flow onto the adjoining highway. An Aco drain or similar may be required across any proposed access in this location.

I would suggest that the applicant considers improvements to visibility from the 3 no. existing accesses off School Lane.

Parking & Turning Provision (Reserved Matter)

I would recommend that parking provision complies with LPGN 16 maximum requirements given the remote location of the site.

It would be considered beneficial to provide adequate turning provision within the curtilage of the development site.

In conclusion, it would not appear possible to construct a suitable access to serve the proposed dwelling which could provide adequate visibility.

Supplementary Notes

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

Peter O. Amisano

MP

Service Manager Environment