

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2015/0737	Your Ref:	MP/P/2015/0737
Date:	8 th October 2015		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 500 402 Pear Tree Barn, Bowkers Lane, Bronington, Wrexham.

Development: Erection of extension to link the existing house to the converted building and erection of two storey garage.

I refer to your consultation dated 05/10/2015 including layout plan (Drg. No. L104 – Dated 07/01/2015) in respect of the above.

The proposed development site is located on Bowkers Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical speeds along this section of 25 mph given the geometry of the road.

Access

Assuming typical speeds of 25mph, any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 33m in both directions measured to the centerline 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 / proposed access is adequate in the westerly direction providing a splay of approximately 2.4 x 36m measured to the centerline of the adjoining highway. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 26m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing vegetation fronting the property. Although this is an existing access, I would suggest that any obstructions to visibility in this direction are either removed or kept below 1.0m in height above the adjoining road level in the interest of highway safety.

The proposed access is approximately 10.3m wide reducing to 4.2m wide, 8.8m behind the adjoining carriageway at which point it is gated. The access is currently surfaced with loose bound materials.

I would recommend that the proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No private surface water run-off shall be permitted to flow onto the adjoining highway. I would recommend that an Aco drain or similar is installed across the proposed access to intercept any private surface water run-off.

Parking & Turning Provision

Parking provision at the proposed development site appears adequate. However, could you please ask the applicant to clarify how vehicles will turn within the curtilage of the site.

Could you please ask the applicant to indicate / annotate the above detail on a revised layout plan.

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.


Service Manager Environment