

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0795 **Your Ref:** SEH/P/2018/0795
Date: 17th October 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 445 410 Land South of Boundary House, Horsemans Green Road, Horsemans Green, Wrexham.

Development: Erection of detached dwelling and garage with associated parking.

I refer to your consultation dated 20/09/2018 including layout plan (Drg. No. F034/005 Rev F) in respect of the above.

The proposed development site is located on Horsemans Green Road which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicle approaching from the south and 25mph for vehicles approaching from the north given the geometry of the road along this section.

Assuming speeds of 30mph (approaching from south) / 25mph (approaching from the north), any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 56m to the south and 2.4 x 33m to the north measured to the centreline of the adjoining highway in accordance with Manual for Streets.

Adequate visibility from the proposed access has been indicated on the submitted layout plan.

Existing & Proposed Access

The existing access is approximately 3.6m wide and is gated 6.5m behind the adjoining carriageway. The access is surfaced in loose bound materials and currently has no means of intercepting private surface water run-off.

I would recommend that that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary with no gates being erected within 5m of the highway boundary.

The proposed access serving the development site is approximately 3.6m wide and gated 6.9m behind the adjoining carriageway which is considered adequate.

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.

There would appear to be an existing ditch in the verge which is piped under the existing access. Details of how this ditch / pipe will be protected should the existing access be widened will need to be submitted for further approval.

Highway Improvements

The section of Horsemans Green Road fronting the development site is of restricted carriageway width being typically 3.5m wide. The proposed development will obviously result in an increase in vehicular and pedestrian movements to / from the site. In order to support the proposed development, I would recommend that the existing carriageway fronting the site is widened to 5.5m up to the existing access serving Boundary House. This will facilitate the simultaneous passage of 2 no. vehicles along this section and will avoid the need for vehicles to reverse back along the lane if 2 vehicles meet. A reduced carriageway widening to 4.8m would also be considered a significant improvement in highway safety terms. **The above improvement has not been indicated on the submitted layout plan. Without the above improvement, I would not be able to support the proposed development.** Please ask the applicant to indicate this detail on a revised layout plan.

There is an existing footway which terminates at the boundary of the property known as "Thelema" just around the bend north of the development site. I would recommend that this footway is extended up to and including the frontage of the proposed development site. The provision of a footway at least 1.2m wide would provide significantly improved pedestrian access to / from the development site. Without this footway, pedestrians are likely to walk in the road around the bend into the village which is not ideal. **The above improvement has not been indicated on the submitted layout plan. Without the above improvement, I would not be able to support the proposed development.** Please ask the applicant to indicate this detail on a revised layout plan.

In order to carry out these improvements, the applicant will be required to enter into a s.278 agreement with the Council.

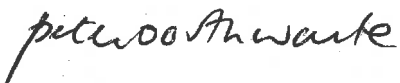
Parking and Turning Provision

Parking and turning provision at the development site appears adequate.

Existing Public Footpath

Public Right of Way No. 3 (Halghton) runs through the development site and should not be interfered with. I would recommend that the applicant contacts Sean Hanratty (WCBC Public Rights of Way Section) on Tel: 01978 729761 to discuss the proposed development.

I await the requested information.



 Planning Control Manager