

MEMORANDUM



From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0825 **Your Ref:** SEH/P/2018/0825
Date: 26th October 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 407 488 East Way, Bowling Bank, Wrexham.

Development: Closure of existing access and construction of new access (away from junction) and extension to residential curtilage.

I refer to your email / consultation dated 25/10/2018 in respect of the above.

Access

The development site is located on a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway in accordance with TAN 18 / 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 access is adequate in the southerly direction providing a splay in excess of 2.4 x 43m measured to the centerline of the adjoining highway. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 18m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

Any replacement access would need to provide at least the same level of visibility as the existing access. Ideally, any new access should provide the full visibility splays stated above. This will require modifications to the existing hedgerow / boundary fence.

The revised layout plan received on 25/10/2018 indicates proposed splays from the new access of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway which is considered acceptable. The provision of these splays and the re-location of the access away from the junction with Bowling Bank Lane is considered a significant improvement in highway safety terms.

The proposed access appears to be at approximately 3.6m wide which is considered acceptable. If the application is to be supported, then I would recommend that any proposed access is paved with hard bound materials for a minimum distance of 5m behind the adjoining highway with any gates being setback a minimum distance of 5m behind the adjoining highway (if used by cars only).

An Aco drain or similar will be required across any proposed access to intercept any private surface water run-off.

I would recommend that any permanent closure of the existing access includes a condition to topsoil and seed to reinstate this area to highway verge.

Parking & Turning Provision

There would appear to be adequate parking and turning provision within the curtilage of the site.

I would therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

- ZJ41**
026R **GENERAL LAYOUT**
Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. -----.
- ZJ16**
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ07**
043R **ACCESS SURFACE (5 metres)**
Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.
- ZJ09**
033R **NO GATES WITHIN 5 METRES**
There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.
- ZJ46**
026R **NO PRIVATE SURFACE WATER RUN OFF**
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.
- ZJ01**
026R
E03N **EXISTING ACCESS TO BE CLOSED**
The existing access as shown on the approved plan no. ----- shall be permanently closed up prior to first use of any part of the development in accordance with a specification of works which has been submitted to and approved in writing by the Local Planning Authority.

ZJ39
026R

VERGE CROSSING

Prior to first use of the development a verge crossing to the site shall be constructed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

Supplementary Notes

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

Note to Applicant

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to construct the access across the verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.



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