

MEMORANDUM



From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0862 **Your Ref:** MR/P/2018/0862
Date: 31st October 2018

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 397 488 Higher Oak, Oak Road, Wrexham Industrial Estate, Wrexham.

Development: Conversion of barn into two self-contained dwellings including the construction of new access.

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

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

TAN 18 would normally require any proposed / existing access to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height above the adjoining carriageway.

Existing Access

The existing access is approximately 10.3m wide reducing to 4m wide at 5m behind the adjoining carriageway. The access is surfaced with loose bound materials.

I would normally recommend any such access is surfaced with hard bound materials eg/ bitmac for a minimum distance of 5m behind the adjoining highway.

Visibility from the existing access is adequate in the south easterly access providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 50m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow. It would appear that the required visibility splays could be achieved by trimming the hedgerow back further on the corner of the access.

The access and proposed visibility splay details have been indicated on submitted layout plans (Drg.nos. SK 03 C and PMS18163A) and appear acceptable.

In order to support the use of this existing access as a shared access, I would recommend the following:-

- Widen access to minimum 4.8m for at least 5m behind the adjoining highway.
- No gates to be erected within 5m of the adjoining highway.
- Surface access with hard bound materials eg/ bitmac for a minimum distance of 5m behind the adjoining highway.
- Provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height above the adjoining carriageway.

Proposed Access

In order to support the formation of a new access, I would recommend the following:-

- Construct an access minimum 3m wide (preferably 4.8m) for at least 5m behind the adjoining highway.
- No gates to be erected within 5m of the adjoining highway.
- Surface access with hard bound materials eg/ bitmac for a minimum distance of 5m behind the adjoining highway.
- Provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height above the adjoining carriageway.
- Measures to maintain ditch drainage under access ie/ provision of 225mm dia. drainage pipe with appropriate cover will need to be included.

The applicant will need to apply for s.184 consent (Highways Act) in order to construct the new access.

The access and proposed visibility splay details have been indicated on submitted layout plans (Drg.nos. SK 03 C and PMS18163A) and appear acceptable.

Parking & Turning Provision

Adequate parking and turning provision will need to be provided for the existing dwelling and proposed barn conversions. I would recommend that parking provision complies with maximum LPGN 16 standards given the location of the site. LPGN 16 does not include garage spaces as contributing to parking provision.

There would appear to be adequate space for parking and turning provision for both the existing dwelling and proposed dwellings.

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

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE) – BOTH ACCESS POINTS

038R Prior to first use of the development hereby approved the vehicular accesses shall provide visibility splays of 2.4 metres x 120 metres in both directions measured to the nearside edge 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.

NONSTD ACCESS WIDTH

039R The vehicular accesses hereby approved shall be a minimum width of 4.8 metres.

NONSTD ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular accesses hereby approved, the accesses shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

NONSTD NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access points within 5 metres of the highway boundary.

NONSTD NO PRIVATE SURFACE WATER RUN OFF

026R 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 accesses to intercept any such run off prior to first use of the development.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction
E06N of the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new access*

The scheme as is approved shall be fully implemented prior to first use of the development.

Supplementary Notes

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

Note

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.

Peter Douthett

PM Planning Control Manager