

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2018/0478	Your Ref:	P/2018/0478
Date:	19 June 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3044 4398 Buildings at High Street, Ruabon

Development: Demolition of three dwellings and erection of 3 new dwellings and construction of new access

I refer to your consultation dated 21 December 2017 concerning the above.

The development site is located on High Street which is a classified road subject to a 30mph speed limit.

The site has two existing accesses which have both been set up specifically to provide access for the three existing dwellings. There appears to be potential to create up to 9 parking spaces within the frontage of the site whilst retaining the two existing access points.

However the application proposes to create a new access in to the site. Whilst it is possible to construct an access with adequate visibility on to the highway, the proposed radius kerbs into the site are unnecessary for such a small development – a standard vehicular crossover would suffice in this instance. The give way road markings are also unnecessary for such a small scheme.

There is a shortfall of 1 space per dwelling on the council's maximum standards; given the sustainable location of the site I cannot justify a refusal on those grounds.

Although there is nothing technically wrong with this proposal, I do not see any sense in creating a new access into the site. Creating a new access means that the developer needs to reinstate both existing accesses to full height, build front boundary walls at existing accesses and remove a pedestrian guardrail and a section of wall to create the new access. The proposal will also create traffic management issues along the High Street during construction of the new access. The proposal could mean spending thousands of pounds unnecessarily.

As there is nothing technically wrong with the application I can't really object to the proposal. If you are minded to support the application I recommend that any permission include the following conditions:

CONDITION

- ZJ01
026R
E03N** **EXISTING ACCESSES TO BE CLOSED**
- The existing vehicular accesses as shown on 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.
- ZJ07
043R** **ACCESS SURFACE (5 metres)**
- Prior to first use of the vehicular access hereby approved, the access shall be ard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.
- ZJ09
033R** **NO GATES**
- There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.
- ZJ11
039R** **ACCESS WIDTH**
- The vehicular access hereby approved shall be a minimum width of 4.5m metres.
- ZJ13
026R
E05NA** **DROPPED KERB VEHICULAR ACCESS**
- The vehicular access(es) hereby approved shall take the form of a dropped vehicular crossing.
- ZJ14
026R
E03N** **FOOTWAY REINSTATEMENT**
- Prior to first use of the development, the highway fronting the existing vehicular accesses to be closed as part of this application shall be re-instated to full height footway in accordance with construction details which have been submitted to and approved in writing by the Local Planning Authority.
- ZJ15
038R** **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
- 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 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 highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ22
035R** **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
- The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

**ZJ37
026R
E06N
E07N**

SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) Reinstatement of both existing accesses to full height footway level
- 2) Removal of existing pedestrian guardrail across the site frontage

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

**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.

Peter Dosthwaite

pu Service Manager Environment

