

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2015/0739 **Your Ref:** PF/P/2015/0739
Date: 7th March 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 375 416 Land East of Alderside, Station Road, Overton, Wrexham.
Development: Outline application for residential development with all matters reserved for further approval apart from access.

I refer to your consultation dated 05/03/2018 in respect of the above.

The proposed development site is located on the A539 Station Road which is a classified road subject to a 30mph speed limit.

Access

Assuming typical speeds of 30mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The submitted amended layout plan (Dated 28/02/2018) indicates splays from the proposed access of 2.4 x 118m to the west and 2.4 x 100m to the east which is considered adequate. It would appear that the proposed visibility could be provided by setting back the existing 2.5 – 3m high hedgerow fronting the site.

I would recommend that the access / carriageway width serving the estate (for 4 no. dwellings) is at least 4.8m with 6m kerb radii at the main junction. Appropriate dropped kerb / tactile crossing points will be required across the access.

There is an existing field access (including dropped kerb) at the western end of the site. I would recommend that this access is permanently closed up and reinstated to full height footway construction.

Footway

There is an existing 1.1 – 1.3m wide footway fronting the development side. I would recommend the construction of a 2.0m wide footway linking the proposed development site to the existing footway fronting Alderside. This detail has not been indicated on the revised layout plan.

Layout (Reserved Matter)

Although a reserved matter, I would recommend the construction of a suitable turning head within the curtilage of the site to accommodate medium sized delivery vehicles (see attached detail). A suitable turning head has not been indicated on the submitted layout plan.

I assume that the proposed estate road will not be constructed to adoptable standards. I would therefore recommend that the site is maintained by a private management company.

Parking Provision (Reserved Matter)

Although a reserved matter, I would recommend that parking provision is provided for each property in accordance with LPGN 16 maximum requirements.

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

CONDITIONS

NONSTD ACCESS / ESTATE ROAD WIDTH

039R The vehicular access / estate road hereby approved shall be a minimum width of 4.8 metres incorporating 6m kerb radii.

ZJ15A VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE) 038R EMPTY SPLAY

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 above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD PRIVATE MANAGEMENT COMPANY

026R The proposed internal access roads and footways serving the development site shall be maintained in perpetuity by a private management company.

ZJ09 NO GATES WITHIN 5 METRES

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

ZJ46 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 access to intercept any such run off prior to first use of the development.

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: **delete as appt ***

- 1) *Detailed layout, design, drainage and construction of the proposed new footway / access road / turning head.*
- 2) *Permanent closure of the existing field access and reinstatement to full height footway construction.*

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.

Notes to Applicant

- *The proposed access / footway should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

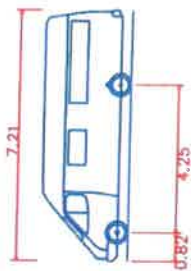
You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

- *I assume that the proposed estate road will not be adopted and will remain private. I would recommend that a Private Management Company is established to maintain the estate road, footways and parking areas in perpetuity.*
- *No private surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be constructed across the access to intercept any such run-off.*

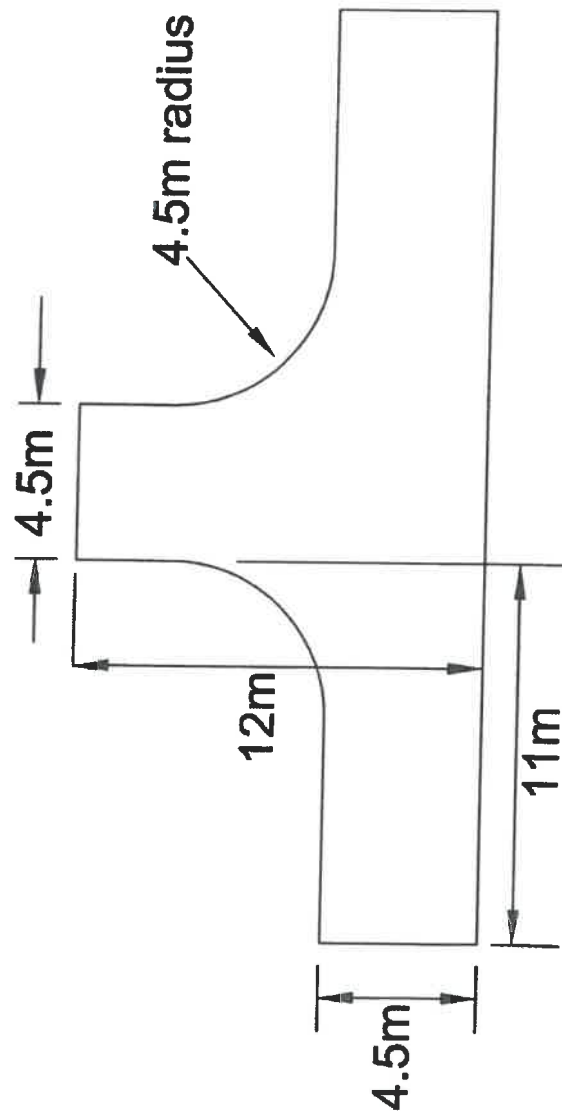
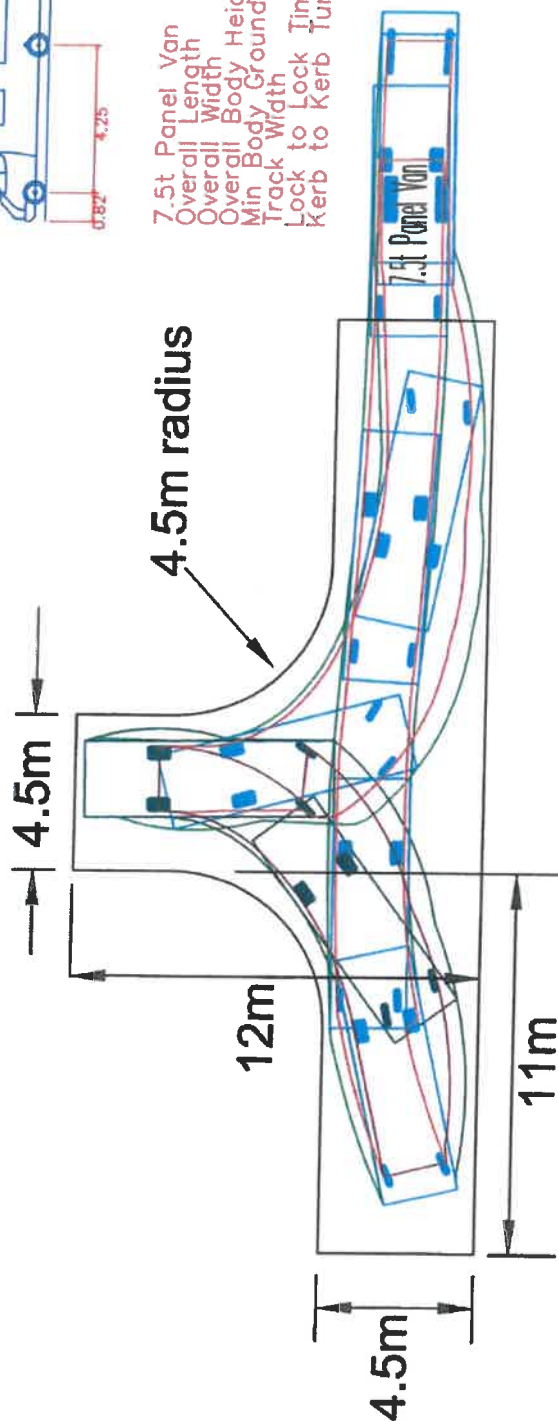
Peter Boothwaite

mb Service Manager Environment



7.5t Panel Van
 Overall Length
 Overall Width
 Min Body Height
 Track Width
 Lock to Kerb Time
 Turning Radius

7.210m
 2.192m
 2.544m
 0.316m
 1.865m
 4.00s
 7.400m



Scale 1:200