

# MEMORANDUM



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**From:** Service Manager Environment

**To:** Head of Community Well Being  
and Development

**Our Ref:** P/2016/0137

**Your Ref:** P/2016/0137

**Date:** 13 September 2016

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**Town and Country Planning Act 1990**

**Section 78 Appeal at Land adjoining and south of railway bridge, Highfield Road, Highfield, Wrexham**

I am satisfied with the original response made to this application and wish to inform you that I have no further comments to add.

A copy of that response is attached for your information.

*W* Service Manager Environment



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|-----------------|-----------------------------|------------------|----------------------------------------------|
| <b>From:</b>    | Service Manager Environment | <b>To:</b>       | Head of Community Well-being and Development |
| <b>Our Ref:</b> | P/2016/0137                 | <b>Your Ref:</b> | P/2016/0137                                  |
| <b>Date:</b>    | 10 March 2016               |                  |                                              |

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

**Location:** O. S Grid Ref: 3145 5221 Land adjoining and south of railway bridge  
Highfield Road

**Development:** Outline planning application to erect 1 no. dwelling

I refer to your consultation dated 22 February 2016 in respect of the above.

The site is located on an unclassified highway subject to a 30mph speed limit although vehicular speed is considered to be no more than 25mph due to the geometry of the road. The road is very narrow with only a few places in which cars can pass simultaneously. I would not normally wish to support increased traffic movement along a road with such limited scope for passing.

The proposed site access is reliant on the adjoining wall being reduced to below 1m in height. As this wall is part of a Listed structure (Highfield Road railway bridge) it would seem unlikely that permission to reduce the height of the wall would be granted. It is however feasible to move the access towards the south eastern boundary of the site and achieve adequate visibility on to the highway. This would be reliant on the removal of the existing boundary hedge and boundary wall.

In order to overcome concerns over the lack of passing places along Highfield Road I would recommend that a passing bay is formed along the site frontage; at the centre of which the site access should be made. This will enable vehicles to pass whilst ensuring that the passing bay does not become a parking area for other dwellings along this stretch of Highfield Road

I recommend any permission include the following conditions:

## CONDITION

**ZJO9  
033R**

### **NO GATES**

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

**ZJO7  
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.

**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.

**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 33 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.

**ZJ37  
026R  
E06N  
E07N**

**SUBMISSION OF FURTHER DETAILS**

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) Passing bay,

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

**NOTES**

**E03N**

**WORKS WITHIN THE HIGHWAY**

The separate written consent of the Local Highway Authority must be obtained before any work is carried out within the confines of the highway.

*Peter O'Neill*

*PM* Service Manager Environment