

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0910 **Your Ref:** MP/P/2016/0910
Date: 5th October 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 387 Trotting Mare Garage, Knolton, Overton, Wrexham.

Development: Outline application for residential development (3 no. dwellings) with associated parking.

I refer to your consultation dated 04/10/2016 including layout plan (Drg. No. B098 / 005 Dated June 2016) in respect of the above.

Although all matters are reserved, my observations are as follows:-

The proposed development site is located on the A528 Ellesmere Road which is a rural, classified road subject to a 50mph speed limit.

Existing Accesses

Assuming typical speeds of 50mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The existing garage site is served by 2 no. access points:-

The southerly access point is 8.8m wide and provides access to both the garage site and the adjoining property ie/ Trotting Mare Cottage. Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 36m to the south east and 2.4 x 35m to the north west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions as the required splays would need to cut across 3rd party land. Visibility in the north westerly direction is also impeded by the existing garage sign located along the site frontage.

The northerly access point is 8.3m wide and provides access to the garage site only. Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 36m to the south east and 2.4 x 37m to the north west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions as the required splays would need to cut across 3rd party land. Visibility in the south easterly direction is also impeded by the existing garage sign located along the site frontage.

Proposed Accesses

The submitted layout plan indicates a centrally located shared access approximately 4.8m wide and providing parking and turning for up to 6 cars which is considered adequate. The submitted plan indicates visibility splays from this access of 2.4 x 69m to the north west and 2.4 x 48m to the south east measured to the nearside edge of the adjoining highway. Although these splays fall significantly short of current TAN 18 standards, they represent a significant improvement on current visibility splays.

The submitted layout plan also indicates a shared access at the southerly end of the site which is proposed to serve a new bungalow to the rear of the site and Trotting Mare Cottage. However, this access only appears to be 3.4m wide which is inadequate. I would normally recommend a minimum shared access width of 4.5m for at least 5m behind the adjoining highway.. Could you please ask the applicant to clarify the proposed access width in this location. I would recommend that the applicant indicates what visibility splays are proposed from this access.

Any proposed accesses will need to be paved with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the highway boundary. I would recommend that any proposed accesses take the form of dropped kerb vehicular crossings. Any existing dropped kerbs which are not required along the site frontage shall be reinstated to full height footway construction.

Footways

There is an existing highway verge fronting the development site. It may be considered beneficial to construct a 2.0m wide footway along the site frontage in the interests of pedestrian safety. I would suggest that the applicant indicates such a footway on a revised layout plan. The applicant will be required to enter into a s.278 agreement with the Council to construct such a footway.

The existing private sign and lighting column will need to be removed / disconnected.

Parking Provision

Parking and turning provision indicated on the submitted layout plan appears adequate.

Traffic Generation

It is accepted that the existing car dealership and mot / servicing centre have the potential to generate a significant number of daily vehicle movements. In comparison the proposed 3 no. dwellings are likely to generate significantly fewer vehicle movements.

In principle, I would therefore have no objections to the proposed development on highway grounds.

Notes to Applicant

- *The proposed 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.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

Supplementary Notes

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

Peter Oonwante

m Service Manager Environment