

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0504 **Your Ref:** PF/P/2016/0504
Date: 15th September 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 376 416 Land adjoining and east of Fairleigh, Station Road, Overton, Wrexham.

Development: Submission of Reserved Matters Pursuant To Outline Planning Permission Code No P/2014/0592 (Appearance, Layout, Scale And Landscaping) - Erection of 4 No. Detached Dwellings

I refer to your consultation dated 15/09/2016 and layout plan (Drg. No. V009/011 Rev F - Dated May 2016) 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 70m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Any proposed / existing accesses in this location would also normally be required to provide forward visibility providing a stopping sight distance of 70m for vehicles approaching the proposed access from the east.

The submitted layout plan does not indicate the full extent of the required lateral and forward visibility splays. **Could you please ask the applicant to indicate the required splays on a revised layout plan.**

The proposed development site appears to be served by 4.5m wide access. I would recommend that the carriageway width serving the estate is at least 4.8m with 6m kerb radii at the main junction.

As the estate road has no footways (ie/ a shared surface) I would recommend the provision of 2.0m wide footways into the site just beyond the kerb radii incorporating a rumble strip / accessway ramp with appropriate dropped kerbs in the interests of pedestrian safety. **Could you please ask the applicant to indicate the above detail on a revised layout plan.**

A typical refuse vehicle is likely to experience difficulty accessing the site given the geometry of the road (ie/ tight bend) opposite plot no.1. **I would recommend that the applicant submits suitable swept path analysis details indicating how an 11.2m long refuse vehicle will access, turn and exit the site in a forward gear.** Swept paths may well indicate the need for localized carriageway widening in this location.

Public Footpath (PROW no. 18 – Overton)

An existing public footpath runs along the eastern boundary of the development site and must not be interfered with. I would recommend that the applicant liaises with our Public Rights of Way Section (contact Sean Hanratty on Tel: 01978 729761) to discuss the proposed development.

Footways

I would recommend the construction of a 2.0m wide footway linking the proposed development site to the existing 1.4m wide footway fronting Gelli Aur / Fairleigh. This footway could reduce in width to 1.4m as it ties into the existing footway. An existing telegraph pole and traffic sign on the side (verge) of the existing access serving Fairleigh will need to be re-located in order to provide the above footway link. This detail has not been indicated on the revised layout plan.

Layout

A turning head constructed to adoptable standards will need to be provided to serve the proposed development site. This will be required to facilitate the turning of refuse wagons / delivery vehicles within the curtilage of the site. A suitable turning head has not been demonstrated on the submitted layout plan. Details of a suitable turning head are attached. **Could you please ask the applicant to indicate the above detail on a revised layout plan.**

Parking Provision

I would recommend that maximum parking provision is provided for each property in accordance with LPGN 16 requirements. This would require the provision of 3 spaces per dwelling (garage spaces excluded). The proposed driveways do not meet our standard requirements (see attached details). **Could you please ask the applicant to indicate the above detail on a revised layout plan.**

Providing the above issues can be addressed, I have no objections to the proposed development and would recommend any permission includes the following conditions:-

CONDITIONS

NONSTD ASCCESS / 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 70 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 **FORWARD VISIBILITY**
038R Prior to first use of the development hereby approved the vehicular access shall provide a forward visibility splay providing a stopping sight distance of 70m for vehicles approaching from the east along Station Road.

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

- 1) *Detailed layout, design, drainage and construction of the proposed new footway/ carriageway,*

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.*
- An existing public footpath (**PROW no. 18 – Overton**) runs along the eastern boundary of the development site and must not be interfered with. I would recommend that the applicant liaises with our Public Rights of Way Section (contact Sean Hanratty on Tel: 01978 729761) to discuss the proposed development.

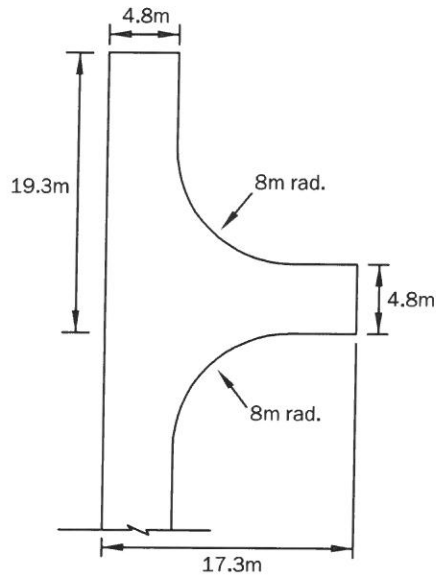
Peter O'Rourke

PM Service Manager Environment

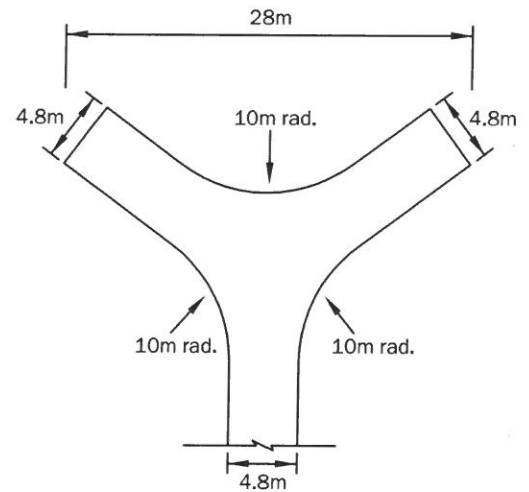
Turning Areas

4.8m Wide Carriageway

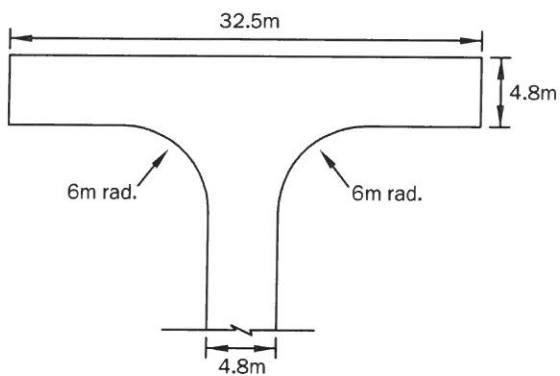
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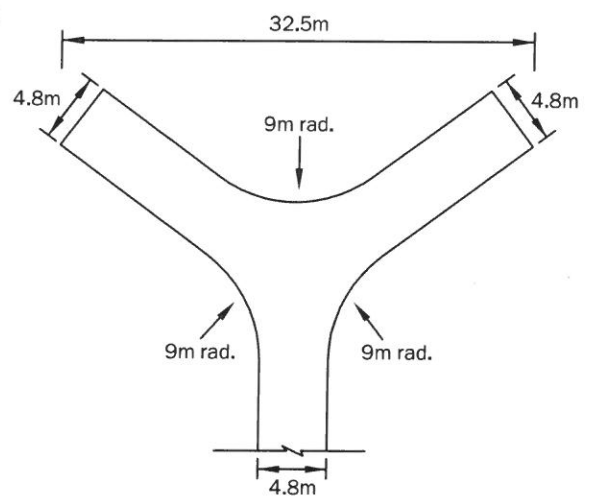
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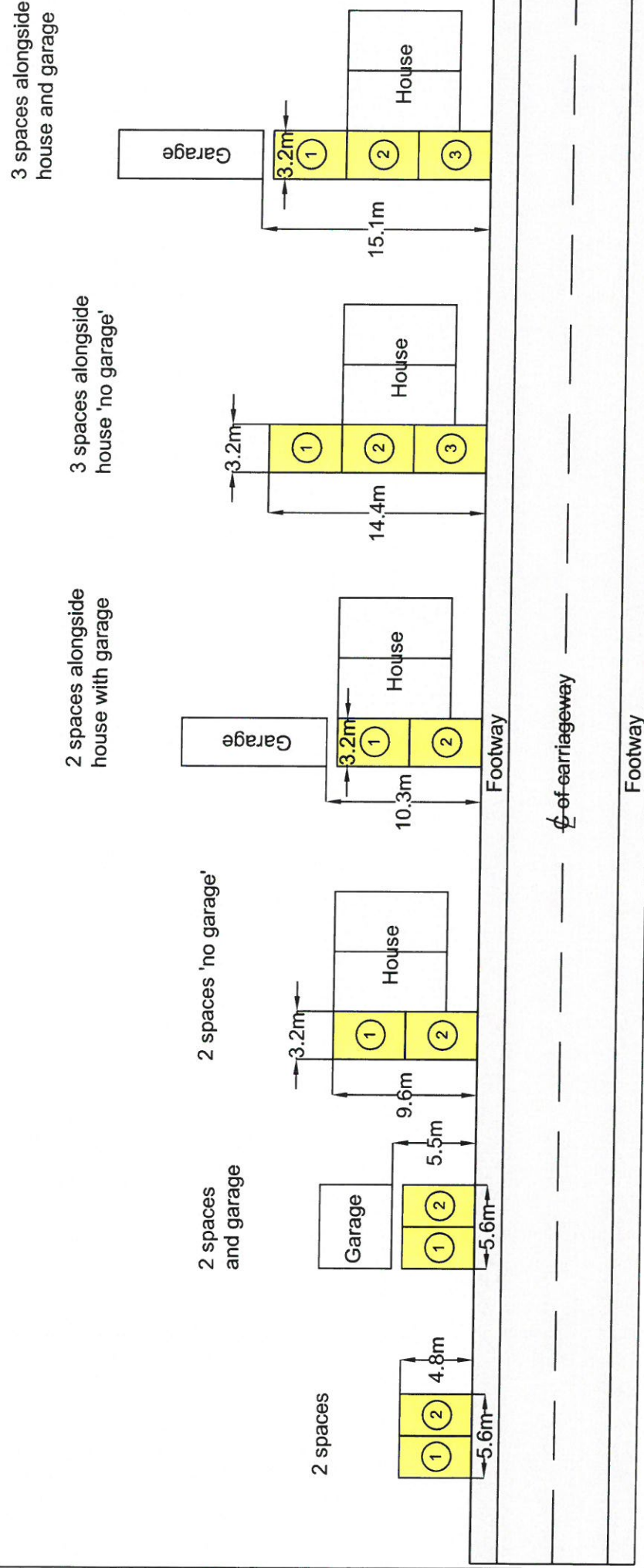
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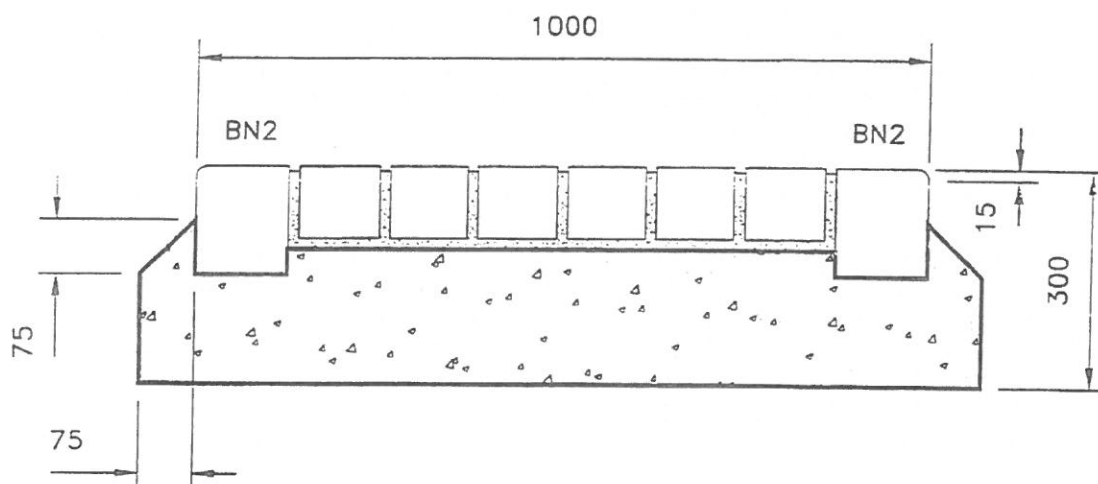
Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE



Notes:

1. Edge restraint to be 125x150 BN kerbs type BN2.
2. Concrete base to be C10 or ST2 laid on 150mm min. thickness of granular sub-base type 1.
3. Remainder of strip to be 100x100 nominal size granite sets bedded in designation (ii) mortar with 15 recessed joints or 65 thick brick/concrete pavers laid in herringbone pattern on 35 naturally occurring silica sand complying with Table 2 BS 6717 Part 3, but with not more than 2% by mass passing a 75 sieve. The gap filling sand shall be naturally occurring silica sand complying with above.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

WREXHAM COUNTY BOROUGH COUNCIL

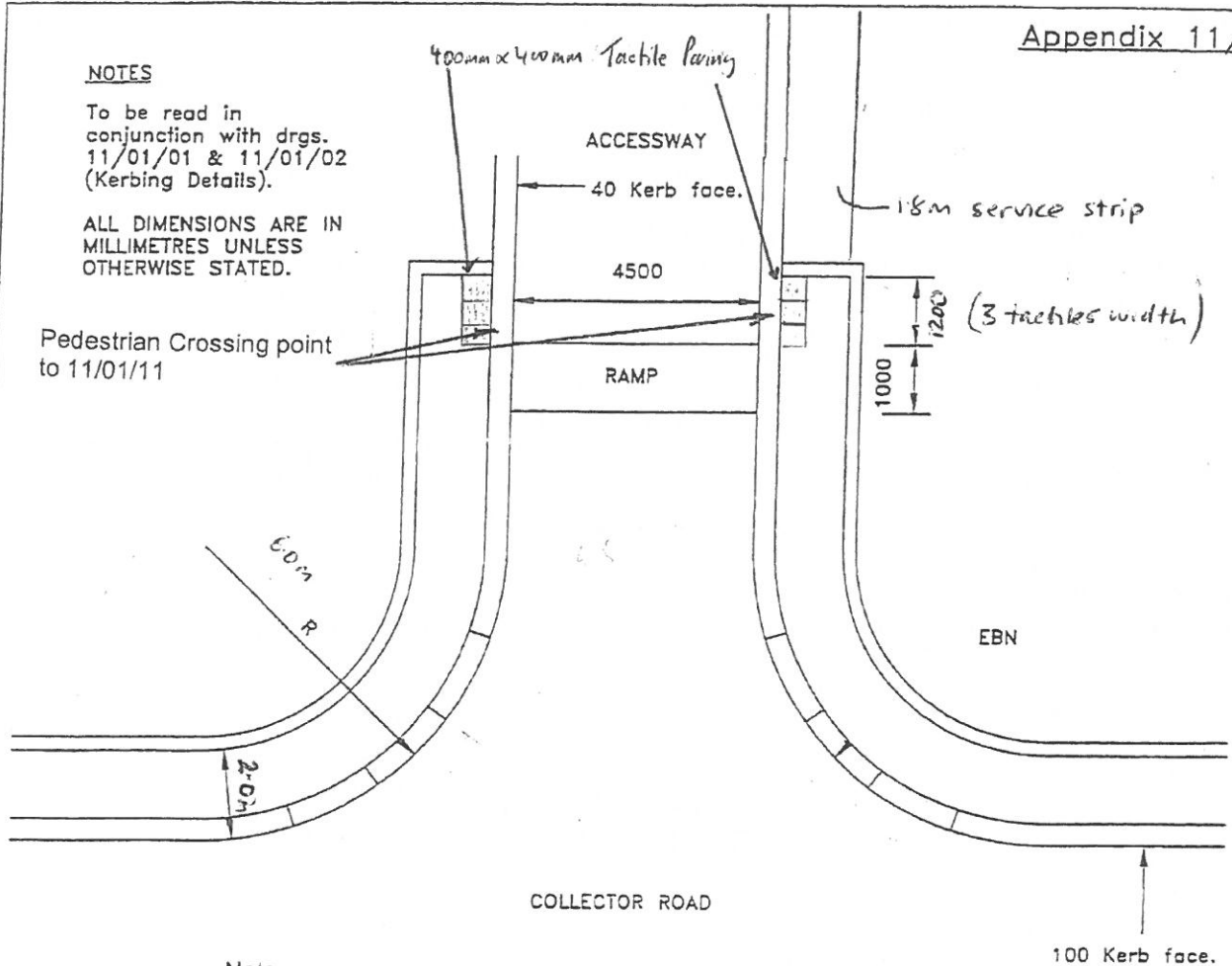
revisions	title	scale	date
	ACCESSWAY RAMP	1/10	1/95
		drawing no 11/01/06	
		sheet 1 of 1	

NOTES

To be read in
conjunction with drgs.
11/01/01 & 11/01/02
(Kerbing Details).

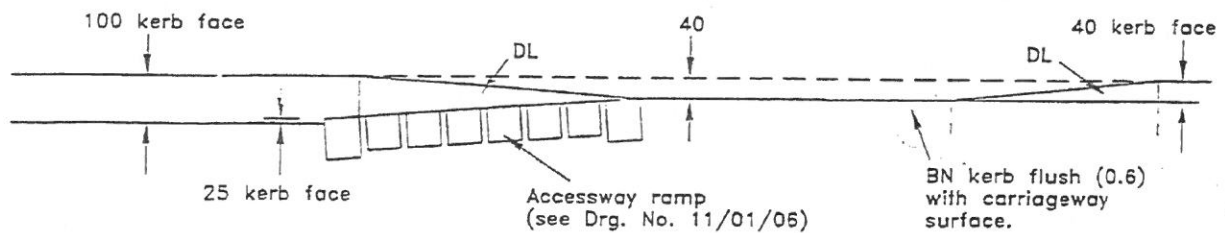
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MILLIMETRES UNLESS
OTHERWISE STATED.

Pedestrian Crossing point
to 11/01/11



Note

Tactile paving will be required at all pedestrian crossing points.



SECTION THROUGH ACCESSWAY RAMP DETAILING LOCATION OF DROPPER AND
BULLNOSE KERBS FOR PEDESTRIAN ACCESS TO ACCESSWAY.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

WREXHAM COUNTY BOROUGH COUNCIL

revisions	title	scale	date
	JUNCTION ACCESSWAY/ COLLECTOR ROAD	N.T.S.	12/94
		drawing no	11/01/07
		sheet	1 of 1