

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0756 **Your Ref:** PF/P/2016/0756
Date: 15th August 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 359 562 Disused Shippon, Land adjoining Poplar Cottage, Marford Hill, Marford, Wrexham.

Development: Erection of detached dwelling and associated double garage and construction of new access off Village Walks.

I refer to your consultation dated 11/08/2016 in respect of the above.

The proposed development site is located on Village Walks which is a unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical speeds at being around 15mph given the geometry of the road along this section.

It would appear that previous planning consent (ref: GRE24031) was granted for the erection of 10 no. dwellings off Village Walks. A later permission (ref: GRECB00219) was granted for a single dwelling on land adjoining "Beech Mount". It would therefore appear that in principle, the erection of up to 11 additional dwellings was considered acceptable off Village Walks accessing onto Marford Hill.

I understand that issues with sub-standard visibility onto Marford Hill were previously raised which ultimately limited the number of dwellings that could be permitted off this access / estate road. The total number of dwellings permitted would have been based on the equivalent traffic movements previously generated from the former P & J Cars Business.

Based on the above and given that only 10 of the possible 11 permitted dwellings have been constructed off Village Walks, it would seem reasonable in principle to support the proposed development (shippon conversion).

Layout plan (Proposed Shippon Conversion)

Assuming speeds of 15mph, I would recommend that the proposed accesses provide visibility splays of 2.0 x 18m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. **Could you please ask the applicant to indicate these splays on a revised layout plan.**

I would recommend that the proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary. Any proposed access / driveway shall have a maximum gradient of 1:8.

Section 184 consent will be required to lower the kerblin and cross the footway at the new access positions and to reinstate the existing access serving the shippon.

The provision of 3 no. parking spaces (garage spaces excluded) is considered adequate. However, the proposed driveways will need to comply with the attached details. **Could you please ask the applicant to indicate / annotate this detail on a revised layout plan.**

I would recommend that the existing access / parking area serving the Shippon located approximately 13m away from the junction with Marford Hill is closed up (footway being reinstated to full height construction) in the interests of highway safety. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

I await the requested information.

Supplementary Notes

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

Note to applicant

NONSTD

FOOTWAY CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to lower the kerblin and cross the footpath at the new access positions and to reinstate the existing access serving the shippon. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

Peter Woodhouse

W Service Manager Environment

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

