

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0344 **Your Ref:** MP/P/2016/0344
Date: 6th July 2016

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

Location: O. S Grid Ref: 337 450 The Old Fox, Bangor Road, Eyton, Wrexham.

Development: Outline application for demolition of 2 no. disused stone outbuildings, erection of detached dwelling and construction of new vehicular access to serve both the new dwelling and existing.

I refer to your consultation / email dated 05/07/2016 including revised layout plan (Drg. No. 15/5059:4/A) in respect of the above.

Access

The proposed development site is located on the B5426 Bangor Road which is a rural, classified road subject to a 20mph speed limit along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 45m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. The required splays have been indicated on the revised layout plan.

Any proposed access would need to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. The required splays have been indicated on the revised layout plan.

I would recommend the provision of a minimum 4.8m wide access for at least 5m behind the adjoining highway (ideally up to the proposed parking area). Such an access shall be surfaced 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. No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required to intercept any such run-off. The above details have been indicated on the revised layout plan.

Proposed Footway

The submitted layout plan (Drg. No. 15/5059:4/A) indicates the provision of a new footway typically 1.2 – 1.5m wide fronting the former public house extending in both directions to provide a continuous footway link along this section.

The existing layby fronting the site will be modified / retained to accommodate existing on street parking typically occurring as a result of the nearby school. The existing edge of carriageway marking (nearside) will remain so there is no reduction in the available running carriageway width.

Given the existing site levels, the proposed footway is likely to have a negative fall towards the back of footway. Appropriate measures will be required to drain the new section of footway (eg/ dished channel at rear of footway with gullies connecting to existing carriageway surface water system).

The applicant will be required to enter into a **s.278 agreement** with the Council in order to construct the proposed footway / access.

The applicant may however wish to apply for a H-Bar marking across the proposed access to offer some protection. I would advise the applicant to contact Jo Giles on Tel: 01978 729670 to arrange.

Parking and Turning Provision

The provision of 3 parking spaces each for the 3 bedroom dwelling and existing dwelling is considered adequate.

I have no objections to the proposed development on highway grounds and recommend any permission includes the following conditions:-

- | | |
|---------------------|---|
| ZJ41
026R | GENERAL LAYOUT
Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. Drg. No. 15/5059:4/A – Dated June 2016. |
| ZJ15
038R | VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 45 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 carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. |
| ZJ20
038R | PEDESTRIAN VISIBILITY SPLAY (FOOTWAY SAFETY)
Prior to first use of the development hereby approved a pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. |
| ZJ11
039R | ACCESS WIDTH
The vehicular access hereby approved shall be a minimum width of 4.8 metres. |
| ZJ07
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. |

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.

NONSTD **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 accesses to intercept any such run off prior to first use of the development.

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

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

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.

Note to Applicant

The proposed highway works 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

peterdarnworth

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Service Manager Environment