

# MEMORANDUM

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|-----------------|-------------------------------------|------------------|------------------------|
| <b>From:</b>    | Infrastructure and Planning Manager | <b>To:</b>       | Chief Planning Officer |
| <b>Our Ref:</b> | TH/DC/PP/2010/0971                  | <b>Your Ref:</b> | SJG/P/2010/0971        |
| <b>Date:</b>    | 30 <sup>th</sup> November 2010      |                  |                        |

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**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 384 444 Althrey Farm, Overton Road, Bangor on Dee, Wrexham.  
**Development:** Alterations and extension to existing part dwelling and conversion of part dwelling into B1 Office Use.

I refer to your consultation dated 22/11/2010 in respect of the above.

The development site is located on the B5069 Overton Road which is a classified road subject to a 60mph speed limit. However, I understand that a previous speed survey conducted along this section determined 85<sup>th</sup> percentile speeds of 40mph in both directions. This survey was undertaken in relation to the previous development at Althrey Court (planning ref: P/2002/1011).

Based on speeds of 40mph, TAN 18 would normally require any proposed / existing access to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

The original development consisted of 7 no. barn conversions and it was the intention that the developer would enter into a s.38 /278 agreement in order for the estate road(s) to be adopted by the Council. However, despite several requests, the developer has shown no commitment to provide the required s.38 / 278 details.

As the proposed development is intended to be served off the existing access serving Althrey Court, I would recommend that the developer enters into a s.106 agreement in order for the proposed / existing estate roads including parking and turning areas to be maintained in perpetuity by a private management company.

Previous planning consent (ref: P/2002/1011) required the provision of bus drop-off and waiting areas on both sides of the county road. These facilities have not yet been provided (see note).

Based on B1 office use, the proposed level of parking provision (ie / 20 no. spaces) is considered adequate. However, it is important that no parking takes place along the site frontage within the required visibility splay.

I would recommend that the existing sub-standard access fronting the existing farmhouse is permanently closed up prior to first occupation of the development site.

I would therefore recommend that any permission include the following conditions:-

## CONDITIONS

- JZ15**  
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 120 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.
- NONSTD**  
026R      **EXISTING ACCESS TO BE CLOSED**  
The existing vehicular access fronting the existing farmhouse shall be permanently closed up prior to first use of any part of the development in accordance with a specification of works which has been submitted to and approved in writing by the Local Planning Authority.
- JZ22**  
035R      **PARKING AND MANOEUVRING TO BE KEPT CLEAR**  
The vehicular parking and turning areas as shown on approved drawing No. 10/5250/B1 – Dated Set 2010 shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.
- NONSTD**  
025R      **ACCESS ROAD, PARKING & TURNING AREAS TO BE PRIVATELY MAINTAINED**  
The developer shall enter into a s.106 agreement in order for the proposed / existing estate road, parking and turning areas to be maintained in perpetuity by a private management company.
- NONSTD**  
055R      **BUS STOP PROVISION INCLUDING HARDSTANDING**  
E03N      Bus drop-off and waiting areas shall be provided on both sides of the County Road in accordance with details to be further approved by the Local Planning Authority. These areas shall be linked to the private drive serving the dwellings prior to occupation of the first of the dwellings hereby approved and shall thereafter be retained (see note)

## Supplementary Notes

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

## Notes:

- The proposed bus stops / hardstanding shall be erected / 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

- No parking shall be permitted at the development site which impedes the required visibility splay in the south westerly direction.



Infrastructure and Planning Manager