

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2018/1061 **Your Ref:** SW/P/2018/1061
Date: 22nd August 2019

Town and Country Planning Act 1990

Section 78 Appeal @ Land opposite Maesllwyn Close, East of Mill Road, Bronington.

I refer to your consultation / email dated 22/08/2019 in respect of the above.

I am satisfied with my previous response made to this application (copy attached) and wish to inform you that I have no further comments to add.



^R Chief Officer, Environment & Technical

MEMORANDUM



From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2018/1061 **Your Ref:** SEH/P/2018/1061
Date: 20th December 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 484 396 Land opposite Maesllwyn Close, East of Mill Road, Bronington, Wrexham.

Development: Outline application for residential development with all matters reserved.

I refer to your consultation dated 18/12/2018 in respect of the above.

Although all matters are reserved, I would like to make the following comments:-

Access

The proposed development site is located on Mill Road which is a rural, classified road subject to a 30mph speed limit. Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Adequate forward visibility in respect of any proposed accesses (providing a stopping sight distance of 56m) will need to be provided for vehicles travelling along Mill Road.

Given the restricted depth of the site, it would not appear feasible to construct an access road to serve the development site. I assume that any proposed accesses will need to take the form of individual driveways. As the site fronts a classified road, each individual plot would need to provide adequate turning provision.

It would appear possible to provide adequate visibility from the proposed access points.

I would recommend that any proposed accesses are a minimum width of 4.8m. Any proposed access shall be surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary with no gates being erected within 5m of the highway boundary.

I would recommend that any proposed access takes the form of a dropped kerb vehicular access.

No private surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar will be required across any proposed access.

Existing Field Access

There is an existing gated field access at the southern end of the site. Visibility from this existing access is currently adequate. I would recommend that visibility from this existing access is provided / maintained in accordance with the above requirements if the application is supported. I would recommend that the applicant indicates the required splays from this access on a revised layout plan.

Parking & Turning Provision

Given the relatively remote location of the site, I would recommend that maximum parking provision is provided in accordance with LPGN 16 requirements. The submitted layout plan indicates parking provision for each dwelling in accordance with LPGN 16 maximum standards which is considered acceptable.

Adequate turning provision will be required within the curtilage of the site. A minimum clearance of 6m behind each parking space will be required.

Footway provision

The site is fronted by a mature hedgerow and a number of trees. I would recommend the construction of a 2.0m wide footway along the entire site frontage providing a continuous link with the existing footway at the southern end of the site towards the junction with School Lane.

I would recommend that the existing footway behind the raised bus stop kerbing at the southern end of the site is widened to 2.0m in the interest of pedestrian safety.

Existing Drainage Ditch

Consideration will need to be given to protect any existing drainage ditch along the site frontage. I would recommend that the applicant discusses this detail with our Flood Management Officer – Neil Taunt (Tel: 01978 729734).

Street Lighting

I would recommend the developer funds a suitable scheme of street lighting along this section of Mill Road. I would recommend that the applicant discusses this detail with our Street Lighting Section (contact: Paul Rogers on Tel: 01978 729673)

Public Footpath

Public Footpath no. 11 – Bronington runs alongside the northern edge of the development site. I would recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Any proposed highway works ie/ accesses, footways, street lighting will require a s.278 agreement. The developer will be required to enter into a s.278 agreement with the Council should planning consent be granted.

Notes to Applicant

- *The proposed scheme 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 dothard

MD Planning Control Manager