

# MEMORANDUM



**From:** Service Manager Environment

**To:** Head of Environment and Planning

**Our Ref:** EP/DC/PP/2017/0794

**Your Ref:** MP/P/2017/0794

**Date:** 10<sup>th</sup> October 2017

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## **TOWN AND COUNTRY PLANNING ACT 1990**

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

**Location:** O. S Grid Ref: 448 440 1 The Elms, Tallarn Green, Malpas, Wrexham.

**Development:** Outline application for 1 no. dwelling on land within the curtilage of 1 The Elms.

I refer to your consultation dated 26/09/2017 in respect of the above.

The proposed development site is located on The Elms which is a residential, unclassified estate road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 15 -20mph given the geometry of the road.

Visibility at the junction of The Elms onto Tallarn Green Road (30mph speed limit) is adequate in the north westerly direction providing a splay in excess of 2.4 x 56m measured to the nearside edge of the adjoining highway. However, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 15m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

The existing / proposed shared private driveway intended to serve the proposed dwelling is 4.5m wide, hard paved and provides splays in excess of 2.4 x 18m in both directions measured to the nearside edge of the adjoining highway. The available access width and splays are considered adequate.

There would appear to be adequate parking and turning space within the curtilage of the site.

The existing estate road is only 4.5m wide. Current adoptable standards require a minimum carriageway width of 4.8m.

I would normally not support any proposed development that is likely to result in any significant increase in vehicle movements through this sub-standard access / junction. However, the road was adopted in 2001 with no concerns raised in respect of visibility at the junction. Planning have also confirmed that there are no breaches of planning conditions at the junction.

A study indicates that no accidents have been recorded within 150m of the junction since the road was adopted. It may therefore prove difficult to defend a refusal as appeal.

I therefore advise you that I have no objections to the proposed development on highway grounds in this instance. If you are minded to grant permission, I would recommend any consent includes the following conditions:-

## CONDITIONS

**ZJ41            GENERAL LAYOUT**

026R           Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. -----.

**ZJ15           VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**

038R           Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 18 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.

**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.

**ZJ23           (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**

035R           No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and 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.

### Supplementary Notes

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

*peter doorkwaite*

*pr* Service Manager Environment