

MEMORANDUM



From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2016/1033	Your Ref:	SEH/P/2016/1033
Date:	14 TH November 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 410 539 The Cottage, Cross Street, Holt, Wrexham.

Development: Erection of 3 bedroom detached bungalow and single garage and construction of associated parking and access.

I refer to your consultation dated 10/07/2015 in respect of the above.

The proposed development site is located on Cross Street which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph along this section given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing shared access is adequate in the northerly direction providing a splay in excess of 2.4 x 56m measured to the nearside edge. However, visibility to the south is inadequate providing a splay of approximately 2.4 x 24m measured to the nearside edge. Visibility is currently restricted in this direction as the required visibility splay cuts across 3rd party land (Belvedere).

The submitted layout plan indicates splays from the proposed access of 2.4 x 33m in both directions. However, it would only appear possible to provide a splay of approximately 2.4 x 21m measured to the nearside edge of the adjoining highway from the widened access in the southerly direction. Visibility is restricted in this direction as the required visibility splay cuts across 3rd party land (Belvedere). The provision of this splay is reliant on any shrubs / vegetation along the frontage of no. 4 Cross Street being maintained at no greater than 1.0m above the adjoining carriageway. Although full visibility is not achievable from the existing access, the site was previously occupied by a small holding which could well have generated a similar level of vehicle movements to the proposed development.

The existing shared access is 4.5m wide but is served by dropped kerbs which are only 3.6m wide and cannot currently accommodate the simultaneous passage of 2 no. vehicles. The submitted layout plan indicates an access width of 6.6m which is considered to be an improvement on existing access arrangements. I would recommend that the dropped kerbs fronting the proposed access are widened to the same width as the proposed access ie/ 6.6m. This will require s.184 consent.

I would recommend that the proposed shared access is surfaced with hard bound materials for at least 5m behind the adjoining highway with no gates being erected within 5m of the highway boundary.

No surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be constructed across the access to intercept any such run off.

In terms of parking and turning provision at the site, I comment as follows:-

There would appear to be sufficient space within the curtilage of the site to provide 2 no spaces for both no. 4 Cross Street and 2 no spaces for the proposed dwelling which would be considered adequate. However, **I would recommend that the proposed garage is deleted and replaced with a single parking space** for the new dwelling as LPGN 16 no longer counts garage spaces as contributing to parking provision.

However, it would appear that the applicant has control of both no. 4 & 5 Cross Street yet no off-street parking provision appears to be proposed for no. 5 Cross Street. **Additional parking for no. 5 Cross Street could be accommodated within the site by setting back the proposed dwelling and widening the driveway / parking area to 7.2m.** This would provide an additional 2 no. spaces behind each other for no.5. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

The proposed shared turning area appears adequate.

Providing that the applicant addresses the above issue (ie/ deletion of garage & parking provision for no. 5 Cross Street), I would have no objection to the proposed development and would recommend any permission include 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. -----.

ZJ17 VISIBILITY SPLAYS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 21 metres to the south and 2.4 metres x 33 metres to the north 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 of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD ACCESS WIDTH

039R The vehicular access hereby approved shall be 6.6m wide.

NONSTD PAVEMENT CROSSING

050R Prior to first use of the development the existing pavement crossing serving the site shall be widened to 6.6m and constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.

ZJ07 ACCESS SURFACE (5 metres)

043R 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

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ46
026R

NO PRIVATE SURFACE WATER RUN OFF

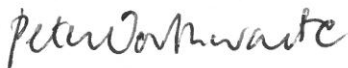
No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Supplementary Notes

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

Note to Applicant:

The applicant will need to widen the extent of the dropped kerb outside the property and will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980. Please ask the applicant to contact Jo Giles on Tel: 01978 729670 to arrange for this consent.



 Service Manager Environment