

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development

Our Ref: ENV/DC/PP/2011/0860 **Your Ref:** MP/P/2011/0860

Date: 4th October 2012

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

Location: O. S Grid Ref: 446 442 Land west of St Mary Magdalene Church, Tallarn Green Road, Tallarn Green, Wrexham.

Development: Erection of two detached 4 bedroom houses.

I refer to your consultation / email dated 03/10/2012 and submitted plans (Drg. Nos HP-11-01 601 Rev B – Dated 19/03/2012 & HP-11-02 101 Rev B – Dated 08/03/2012) in respect of the above.

The proposed development site is located on Tallarn Green Road which is a 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. In order to provide the required splays from the proposed shared access will require the removal / lowering of the existing posts / railings / gates around the war memorial fronting the development site.

The proposed visibility splay in the north westerly direction indicated on the submitted layout plan appears to indicate a splay which cuts across 3rd party land belonging to the adjoining property known as Tyn y Coed. A s.106 agreement would be required to ensure that this splay is provided in perpetuity. It is unclear as to whether such an agreement is possible. I would suggest that the applicant confirms whether such an agreement can be achieved.

As the required splay also cuts across an area of 3rd party land occupied by the war memorial, I assume the applicant will need an agreement to carry out these modifications and provide the required splays in perpetuity. No details indicating the removal of these posts / railings around the war memorial have been indicated on the submitted layout plan. Please ask the applicant to provide a revised layout plan indicating this detail and also confirmation of whether 3rd party agreement can be achieved.

I would recommend that the proposed access provides adequate pedestrian visibility providing 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 not been indicated on the submitted layout plan.

Could you please ask the applicant to provide a suitably scaled layout plan indicating how the required lateral and pedestrian splays are to be provided from the proposed access point.

I understand that both plots 1 & 2 will be proposed to utilize a shared driveway with the converted church via a 4.8m wide access onto Tallarn Green Road.

In order to provide adequate parking provision, I would recommend that both dwellings provide 3 no. parking spaces each. Submitted layout plan (Drg. No. HP-11-01 601 Rev B) appears to indicate that adequate parking provision is available for both plots 1 & 2 but neither plot appears to have adequate turning provision. Garage spaces have not been included as providing parking provision in accordance with LPGN 16.

In order to support the application, could you please ask the applicant to provide a revised layout plan indicating the provision of adequate turning facilities for both plots 1 & 2.

I would recommend that the existing gated field access at the north western corner of the site is permanently closed up with the footway / dropped kerb being reinstated to full height footway construction (see note).

I would recommend that the existing 1.1m wide footway fronting the site is widened to 2.0m in the interest of pedestrian safety (see note).

I would recommend that the proposed shared access is surfaced with hard bound materials (ie/ bituminous macadam) for at least 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary.

No private surface water shall be permitted to flow from the development site onto the adjoining highway. I would recommend that an Aco drain or similar is installed across the proposed access to intercept any such run-off.

I would normally therefore recommend that the application be **REFUSED** for the following reasons:-

1. **The provision of a suitably scaled plan indicating how visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway will be provided from the proposed shared has not been provided.**
2. **The provision of a suitably scaled plan indicating how 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 will be provided from the proposed access has not been provided.**
3. **The proposed development does not make adequate provision for the turning of vehicles clear of the public highway.**

However, if the applicant can satisfactorily address the above issues then I would have no objections to the proposed development on highway grounds.

Supplementary Notes

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

Note to applicant

The proposed footway and access point 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.38 / 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

Peter Downwhite

P.P.

Network and Infrastructure Manager

