

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2011/0865	Your Ref:	MP/P/2011/0865
Date:	4 th October 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

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

Development: Alterations and extension to church to form one 3 bedroom dwelling to include demolition of existing school room and shed.

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 access point will require the removal / lowering of the existing 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.

I understand that the converted church proposes to utilise a new 4.8m wide access onto Tallarn Green Road which it will share with 2 new dwellings (plots 1 & 2) included as part of planning application ref: P/2011/0860 on the adjoining land located to the west of St Mary Magdalene Church.

However, 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 shared access.

Adequate parking provision (ie/ 3 no. spaces) has been indicated for the proposed development on the submitted layout plan. However, there does not appear to be sufficient space for vehicles to turn within the curtilage of the site. In order to support the application, could you please ask the applicant to provide a revised layout plan indicating the provision of an adequate turning facility.

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 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 access 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. **Details of how the proposed development will accommodate adequate provision for the turning of vehicles clear of the public highway have not been provided.**

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

pp. *Peter Donohue*
Network and Infrastructure Manager

