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ET/DC/PRE/2021/0031
18th October 2021
Mr P Palmer
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phil.palmer@wrexham.gov.uk

Dear Sir / Madam

Proposed New Access @ Halghton Mill, Hanmer, Wrexham.

I refer to your email / consultation dated 15/10/2021 in respect of the above and comment as follows:-

Existing Access

The proposed development site is located off Bryn Lane which is a narrow rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30mph along this section given the geometry of the road.

Any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centreline of the carriageway in this instance given the narrow nature of the road along this section. Visibility from the existing access / junction Mill Lane onto Bryn Lane is adequate providing splays in excess of 2.4 x 43m in both directions.

Mill Lane is an undaopted road which already appears to serve 4 dwellings. The first section of Mill Lane is at least 4.8m wide for a minimum distance of 10m and is of sufficient width to serve as a shared access.

Approximately 70m along the private road, the track reduces in width to approximately 2.4m leading up to the development site and the 2 existing properties known as Halghton New Mill Cottage and Halghton New Mill. The simultaneous passage of 2 vehicles along this section of the lane is not possible.



Proposed Access (Layout Plan – Drg. No. HL-AA-100).

I assume that the proposed access onto Halghton Lane will only be accessible by the property known as Halghton New Mill.

There proposed alternative access is located off Halghton Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30mph along this section given the geometry of the road.

Any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centreline of the carriageway in this instance given the narrow nature of the road along this section.

Visibility from the existing field access / proposed access appears adequate providing splays in excess of 2.4 x 43m in both directions measured to the centreline of the adjoining highway

I would recommend that any proposed access of this nature is surfaced with hard bound materials for a suitable distance behind the adjoining highway (ie/minimum 10m for agricultural use / 5m for domestic use). Any proposed gates shall be setback a suitable distance (ie/minimum 10m for agricultural use / 5m for domestic use).

No private surface water shall be permitted to flow onto the adjoining highway An Aco drain or similar will be required to intercept any private surface water run-off.

It is not clear whether access onto Bryn Lane via Mill Lane will be closed up in respect of Halghton New Mill should the alternative access be supported.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided within the curtilage of the site. This detail has not been provided.

I have no objections in principle to the proposed development.

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.

Yours faithfully



Chief Officer, Environment & Technical