

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0221 **Your Ref:** SEH/P/2022/0221
Date: 15th March 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 430 416 Halghton New Mill Cottage, Hanmer, Whitchurch.

Development: Conversion of barn to dwelling and creation of new access track.

I refer to your email / consultation dated 09/03/2022 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 (Site Plan – Drg. No. 2032 D 12A).

I assume that the proposed shared access onto Halghton Lane will only provide access to Halghton New Mill Cottage, Halghton New Mill and the proposed barn conversion. It is not clear whether access onto Bryn Lane via Mill Lane will be closed up in respect of Halghton New Mill Cottage, Halghton New Mill and the proposed barn conversion should the alternative access be supported.

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.

Based on such speeds, 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). **It is not clear if any agricultural related vehicle movements will continue through this access. If this is the case then a 10m setback (gates) and 10m hard bound surfacing would be required.**

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 where an access falls towards the adopted highway.

Parking & Turning Provision

There would appear to be adequate parking & turning provision within the curtilage of the site.

I have no objections in principle to the proposed development and recommend that any permission 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(s) No. **2032 D 12A**.

ZJ16 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the centreline 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.

ZJ11 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 5 metres.

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 WITHIN 5 METRES

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

ZJ39 VERGE CROSSING

026R Prior to first use of the development a verge crossing to the site shall be constructed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

Supplementary Notes

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

Note to Applicant

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

A handwritten signature in black ink, appearing to be 'R. Owen' or similar, written in a cursive style.

Chief Officer, Environment & Technical