

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0822 **Your Ref:** SEH/P/2021/0822
Date: 10th February 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 409 491 Torriad Farm, Bowling Bank, Wrexham.

Development: Erection of rural enterprise dwelling and associated works.

I refer to your consultation / email dated 13/09/2021 in respect of the above.

The proposed development site is located on a narrow rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing access is adequate providing splays in excess of 2.4 x 43m in both directions measured to the centerline of the adjoining highway.

The existing farm access is 8.7m wide and is gated 6.3m behind the edge of carriageway. I would normally recommend that any gates are setback a minimum distance of 10m behind the adjoining highway. The access is surfaced with loose bound materials. I would normally recommend that any access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.

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.

Access along the unclassified road (Cobham Farm Lane) is not ideal given its narrow carriageway width and would benefit from a suitable passing place.

Parking and turning provision at the site is considered adequate.

I therefore have no objections to the proposed development and recommend 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. @@@

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 43m 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.

ZJ08 ACCESS SURFACE (10 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 10 metres behind the adjoining highway.

ZJ09A NO GATES WITHIN 10 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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, 2, 3, 4 & 5 of the supplementary notes.



Chief Officer, Environment & Technical