

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0762 **Your Ref:** SJG/P/2021/0762
Date: 23rd August 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 362 396 Pentre Farm, Knolton Bryn, Overton, Wrexham.

Development: Discharge of conditions 3 (closure of southern vehicular access) and 4 (details of main vehicular access) of planning permission P/2021/0156.

I refer to your consultation / email dated 12/08/2021 in respect of the above.

Access

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 20mph given the geometry of the road.

Based on typical speeds of 20mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the highway given the restricted carriageway width along this section.

I assume that the main access serving the existing property and holiday lets is the access located immediately west of the main property.

Visibility from the main access serving the development site is inadequate in both directions providing splays of approximately 2.4 x 6m in both directions measured to the centerline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows.

The existing access serving the development site is approximately 3.8m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. The access is surfaced with loose bound materials and is gated approximately 1.6m behind the edge of carriageway.

I would normally recommend that any proposed shared access is a minimum width of 4.8m and is gated at least 5m behind the adjoining highway (if only cars use the access). I would normally recommend that such an access is surfaced with hard bound materials eg/ bituminous macadam for a minimum distance of 5m behind the adjoining highway.

No private surface water run off shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required where the access gradient falls towards the adjoining highway.

I would therefore not normally support any proposed development that is likely to result in any significant increase in vehicle movements utilising this substandard access along this lane.

The applicant is required to improve the existing main access located immediately south of the main farmhouse. **I would recommend that the applicant provides a more detailed scaled layout plan indicating / annotating the required details indicated above (including proposed visibility splays)**

Parking & Turning Provision

The submitted plan does not indicate the proposed parking and turning arrangements for the existing farmhouse, existing 3 holiday lets or the proposed 2 no. shepherd huts. **I would recommend that the applicant provides a more detailed scaled layout plan** indicating individual parking spaces (with dimensions) for all existing / proposed accommodation at the site and adequate turning space in accordance with LPGN 16 / 21. I assume that the dwelling would be 3 / 4 bedroom requiring 3 parking spaces, 3 no holiday lets requiring 1 / 2 spaces each (number of bedrooms unknown) and adequate spaces for the 2 no. shepherd huts (1 space each).

I understand that the southerly gated field access is to be permanently closed up along with the existing access located north of the existing farmhouse. **This detail should be indicated on a revised layout plan.**

I await the requested information.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. [unclear]', written in a cursive style.

Chief Officer, Environment & Technical