

MEMORANDUM



From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2016/0692	Your Ref:	PF/P/2016/0692
Date:	13 th October 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 330 451 Pen y Fron Farm, Gyfelia, Wrexham.

Development: Conversion of farm building to single dwelling, alterations to existing vehicular access, installation of septic tank and associated works.

I refer to your consultation dated 20/07/2016 email dated 12/10/2016 in respect of the above.

The proposed development site is located on the B5426 which is a classified road subject to a 50mph speed limit.

Based on such speeds, TAN 18 would normally require any proposed / existing access to provide visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access onto the B5426 is currently sub-standard providing visibility splays of approximately 2.4 x 13m to the west and 2.4 x 11m to the east measured to the nearside edge of the adjoining highway. Visibility is currently impeded by the existing boundary wall pillars and hedgerow either side of the access.

The submitted layout plan (Drg. No. RPP/RC-JOB30-030 Rev A) indicates improvements to the existing access which includes proposed visibility splays of 2.4 x 160m in both directions.

It would only appear possible to provide a splay of approximately 2.4 x 120m measured to the nearside edge of the adjoining highway in the westerly direction due to the geometry of the road (ie/ bend).

Adequate forward visibility for vehicles travelling in an easterly direction approaching vehicles waiting to turn right into the access would normally be required providing a stopping sight distance (SSD) of 160m. Details of the available forward visibility has not been provided on the submitted layout plan.

However, it would only appear possible to provide a forward visibility splay / stopping sight distance of approximately 65m for vehicles approaching the access from the westerly direction given the geometry of the road.

The proposed widening of the existing access to 5.5m for the first 10m behind the adjoining carriageway would be a benefit in highway terms.

Proposed parking and turning provision within the curtilage of the site appears adequate.

Although there maybe scope to significantly improve lateral visibility from the existing access, there would not appear to be scope to significantly improve forward visibility. The lack of adequate forward visibility is of particular concern given typical vehicle speeds along this section. I would there not normally wish to support any proposed development that would result in an increase in vehicle movements through this sub-standard access.

However, I understand that all agricultural activities will cease at the development site as a result of the proposed development. If this is the case, vehicle movements at the site / through this access are likely to decrease. I assume an appropriate condition will be imposed to control this. On this basis, I would consider the proposed development in conjunction with the proposed access improvements to be acceptable.

I therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

- ZJ41**
026R **GENERAL LAYOUT**
Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. **RPP/RC-JOB-03 Rev A Dated March 2016**.
- ZJ17A**
038R **VISIBILITY SPLAYS (NEAR SIDE)**
EMPTY SPLAY
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of **2.4 metres x 120 metres** to the **west** and **2.4 metres x 160 metres** to the **east** measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ08**
043R **ACCESS SURFACE (10 metres)**
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.
- ZJ22**
035R **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
The vehicular parking and turning areas as shown on approved drawing no. **RPP/RC-JOB-03 Rev A Dated March 2016** shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.
- ZJ39**
026R **VERGE CROSSING**
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.
- ZJ46**
026R **NO PRIVATE SURFACE WATER RUN OFF**
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.

Notes

NONSTD

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 highway verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

Supplementary Notes

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

pete Douthwaite

W. Service Manager Environment