

MEMORANDUM

From: Infrastructure and Planning Manager **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2011/0080 **Your Ref:** KH/P/2011/0080
Date: 16th February 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 397 419 Ty Newydd, Cloy Lane, Overton, Wrexham.

Development: Agricultural general purpose barn for housing animals, feed bedding, machinery and vehicular access, drive and yard.

I refer to your consultation dated 07/02/2011 in respect of the above.

The development site is located on a narrow, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph due to the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

It would appear possible to provide the required visibility splays from the proposed access in both directions. However, it may be necessary to trim / cutback a section of existing hedgerow just beyond the existing oak tree to the north of the proposed access.

The proposed 6m wide access is considered adequate to serve a development of this nature.

I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway (back of verge). No gates shall be erected within 10m of the highway boundary (back of verge). This has not been indicated on the submitted layout plan.

In order to construct the new access, the applicant will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980.

Parking and turning provision at the proposed development site appears adequate.

I would therefore recommend that any permission include the following conditions:-

CONDITIONS

- ZJ22**
035R **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
The vehicular parking and turning areas as shown on approved drawing 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.
- ZJ016**
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 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.
- 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.
- ZJ09**
033R **NO GATES**
There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.
- 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.

Supplementary Notes

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

Notes

NONSTD FOOTWAY 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 read "Jim Palk". The signature is fluid and cursive, with the first name "Jim" and last name "Palk" clearly distinguishable.

Infrastructure and Planning Manager