

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0234

Your Ref: SJG/P/2011/0234

Date: 11th April 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 397 483 Oakleigh Cottage, Holt Road,, Bowling Bank, Wrexham.
Development: Erection of 9.15m x 13.72m agricultural building.

I refer to your consultation dated 06/04/2011 in respect of the above.

The proposed development site is located on the B5130 Holt Road.

The B5130 Holt Road is a rural, classified road subject to a 60mph speed limit. However, a recently conducted speed survey carried out along this section determined 85th percentile speeds of 47mph for vehicles travelling in either direction.

Based on an 85th percentile speed of 47mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 133m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18 (Table A).

I understand that the applicant wishes to erect an agricultural building on the field to the rear of his property (Oakleigh) in order to establish a smallholding. I understand that it is proposed to access the proposed smallholding off an existing gated field access located to the northern side of his property. It is assumed that the proposed development will result in an increase in vehicle movements through this existing access.

Visibility from the proposed field access appears adequate in the northerly direction providing a splay compliant with TAN 18. However, visibility in the southerly direction is currently inadequate providing a splay of approximately 2.4 x 17m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary fence and shrubs located in the applicant's garden. No plan has been submitted with this application to demonstrate how the required splays can be achieved. I would recommend that the applicant submits a suitably scaled plan indicating how the required splays are to be provided from the proposed access (see note).

It would appear possible to achieve the required splay in the southerly direction by setting back the existing boundary fence / shrubs.

The existing field access is approximately 3.6m wide and is gated at 4.8m behind the adjoining carriageway. The access is currently surfaced with loose bound materials.

I would recommend that any proposed gates are setback at least 10m behind the adjoining highway with the first 10m being surfaced with hard bound materials (ie/ bituminous macadam). I would recommend that an Aco drain or similar is constructed across this access to prevent private surface water run-off flowing onto the adjoining highway.

Adequate parking and turning facilities shall be provided for the proposed small holding within the curtilage of the site.

I understand that the applicant is also considering utilising the proposed field access to serve his existing property.

The existing domestic access is approximately 4.1m wide and suffers from inadequate visibility in both directions. Visibility from this existing access is approximately 2.4 x 10m to the north and 2.4 x 8m to the south measured to the nearside edge of the adjoining highway.

Such a proposal would appear feasible providing that the existing domestic access was closed up and adequate parking and turning provision was maintained within the site. The existing dropped kerb fronting the site would also need to be reinstated to full height construction and the verge seeded.

Providing that the applicant can demonstrate on a suitably scaled plan how the required visibility splays can be provided from the proposed access, then I would recommend any permission include the following conditions:-

CONDITIONS

- | | |
|-----------------------|---|
| NONSTD
038R | VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 133 metres in both directions measured to the nearside edge of the adjoining highway. 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. |
| ZJ23
035R | (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR
No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and 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. |

Supplementary Notes

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

Note to applicant

Any submitted layout plan will need to demonstrate how the above splays can be achieved.

Visibility in the vertical plane shall be measured from a driver's eye height of 1.05m to 2.00m positioned at the setback distance (2.4m) in the direct access to an object height of between 0.26m and 1.05m.



Infrastructure and Planning Manager