

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0795 **Your Ref:** SJG/P/2010/0795
Date: 22nd September 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 401 401 Hill Farm, Penley, Wrexham.

Development: Alterations to existing farm access and use as residential access to Hill Farm (Partly in Retrospect).

I refer to your consultation dated 21/09/2010 in respect of the above.

The proposed development site (Hill Farm) currently accesses onto the A539 Overton Road which is a classified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30 – 40mph along this section given the geometry of the road.

Visibility from the existing access onto the classified road is inadequate being approximately 2.4 x 105m to the north east and 2.4 x 80m to the north west measured to the nearside edge of the adjoining highway. Assuming speeds of 40mph, TAN 18 would normally require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Forward visibility approaching the existing access from the north west is also inadequate providing a stopping sight distance of approximately 50m. Forward visibility providing a stopping sight distance at this location of 120m would normally be required approaching this access.

Planning consent at Hill Farm was granted on 02/04/2007 (planning ref: P/2006/1015) for the conversion of 2 no. barns. This consent included specific improvements to the existing access which included installation of an Aco drain and hard surfacing of the first 10m of the access (ie/ bituminous macadam). However, these improvements have not been implemented.

This access currently provides access to both the 2 no. barn conversions and the existing farmhouse (Hill Farm) which is currently unoccupied.

Having met Mr. Huxley on site on 30/04/2010, it would appear that he would like to utilise the existing field access located at the bottom of the hill on the bend to provide access to the existing farmhouse and also any vehicles in connection to the sheep grazing activity which takes place on his land.

It would appear that Mr. Huxley has already begun removing sections of existing hedgerow and fencing along this section .

Given the geometry of the road along this section, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the south west and 25mph for vehicles approaching from the south east.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in both directions measured to the nearside edge of the adjoining highway.

The existing field access currently suffers from inadequate visibility in both directions providing splays of approximately 2.4 x 13m to the south west and 2.4 x 20m to the north east measured to the nearside edge. Visibility is impeded to the south west by the existing hedgerow / trees and by the existing fence / hedgerow in the north easterly direction.

No layout plan has been submitted with this application demonstrating how the required splays are to be provided from the new access.

However, it would appear that the required visibility splays could be provided from this access subject to the removal of additional hedgerow / trees and possible lowering of the existing ground level. Any proposed / existing boundary fencing would need to be located behind the required splays. The provision of these splays would also significantly improve forward visibility across this bend for vehicles travelling in either direction.

I would recommend that any proposed access is a minimum of 4.8m wide and is surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary. No gates shall be erected within 10m of the adjoining highway and shall open into the development site. No surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be constructed across the access to intercept any such run off.

Suitable parking and turning facilities shall be provided within the curtilage of the site.

I would recommend that any vehicle movements associated with this development through the existing substandard access at the top of the hill cease upon completion of the new access in the interest of highway safety.

I would normally recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the existing / proposed field access and increased use would increase the likelihood of danger to road users.

However, if the applicant were to satisfactorily address the above issue(s), then I would recommend that any permission be subject to the following conditions:-

CONDITIONS

1. The access serving the development site shall provide visibility splays of 2.4 x 70m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.
2. The access shall be widened to a minimum of 4.8m for the first 10m behind the highway boundary.
3. The access shall be surfaced using hard bound materials for the first 10m behind the highway boundary.

4. No gates shall be erected within 10m of the highway boundary.
5. 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 constructed across the access to intercept any such run-off.
6. Parking provision at the proposed development site shall be in accordance with LPGN 16.
7. A suitable turning facility shall be provided within the curtilage of the development site.
8. Any vehicle movements associated with this development through the existing substandard shared access currently serving Hill Farm (at the top of the hill) shall cease upon completion of the new access.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure the formation of a safe and satisfactory access.
3. To ensure that no deleterious material is carried onto the highway.
4. In the interest of safety and free flow of traffic on the adjoining highway.
5. In the interests of highway safety.
6. To provide for the parking of vehicles clear of the highway.
7. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.
8. In the interests of highway safety.

Supplementary Notes

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

Note:

Any proposed works within the highway (including verge) will require the developer to enter into an agreement with the Council under a Section 278 Agreement of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

A handwritten signature in black ink, appearing to read "John Paul", written in a cursive style.

Operational Manager Traffic & Transportation