

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0276 **Your Ref:** P/2021/0276
Date: 14th May 2021

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 512 Holt Lodge Farm, Hugmore Lane, Francis Lane, Holt, Wrexham.

Development: Use of land as commercial fishing pool, erection of toilet block and formation of car park.

I refer to your consultation / email dated 12/05/2021 and revised layout plan (Drg. No. RJC-MZ618-04 – Dated 11/05/2021) in respect of the above.

Access

The development site is located on Francis Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph along this section given the geometry of the road.

Assuming typical speeds of 30mph, Manual for Streets would normally require any existing / proposed access to provide visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

The revised layout plan (Drg. No. RJC-MZ618-04) appears to indicate a 6m wide access providing splays of 2.4 x 43m measured to the nearside edge of the adjoining highway which is considered acceptable.

There would appear to be an existing gated field access along this section which is intended to be improved to serve the proposed development. The existing field access is approximately 3.7m wide and is gated 2.4m behind the adjoining highway. The access is unsurfaced.

The revised layout plan (Drg. No. RJC-MZ618-04) appears to indicate a 6m wide access with gates setback 5m behind the adjoining carriageway which is considered acceptable. I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary.

No private surface water run-off shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required to intercept any private surface water run-off.

As Francis Lane is particularly narrow (typically 2.9m wide) for the majority of its length, it would seem reasonable to require the applicant to construct a passing place to facilitate the passage of 2 no. vehicles. Without such improvements, the existing highway verges are more likely to be damaged.

I previously recommended that a suitable passing place is provided in the verge directly opposite the proposed access. I would recommend that such a passing place is 16m in length and provides an overall carriageway width of 5.5m. The applicant would be required to enter into a s.278 agreement with the Highway Authority in order to carry out these improvements. The applicant has indicated this detail on the revised layout plan.

There are existing drainage ditches either side of the carriageway fronting the development site. **I would recommend that further details are provided indicating how the widened access will be constructed to protect the existing ditches from flooding. This detail can be included in the required s.278 submission.**

Signage

I would recommend that a suitable passing place sign (Welsh over English) is provided for the proposed passing bay. I would recommend that the applicant liaises with our Traffic Section (contact Darren Green – Tel: 01978 729643). This detail can be included in the required s.278 submission.

Traffic Generation

Given the narrow nature of Francis Lane, I would not normally support any proposed development that is likely to result in any significant number of additional vehicle movements. **However, if the proposed development can be limited by a suitable condition which only permits a limited number of cars / visitors to the site at any one time possibly by appointment only along with provision of a suitable passing place then it would seem reasonable to support such a development.** I would assume that the majority of visitors / trips to the site are likely to be staggered throughout the day.

Parking & Turning Provision

The submitted parking and turning details appear acceptable. The submitted layout plan indicates 14 no. spaces which would seem to suggest that the proposed facility would generate limited vehicle movements. It would seem reasonable to support such a development if this level of parking / attendance was controlled by a suitable condition.

Construction Traffic Management Plan

I would recommend a suitable condition requiring the submission / approval of a Construction Traffic Management Plan including provisions for contractor parking prior to commencement. I would recommend that the applicant liaises with our Traffic Section (contact: Darren Green on Tel: 01978 729643) on this matter.

Assuming the proposed development can be limited by a suitable condition which only permits a limited number of cars / visitors to the site at any one time possibly by appointment only along with provision of a suitable passing place then I would have no objections to the proposed development on highway grounds and recommend any permission include the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) Nos. @@@

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ07 ACCESS SURFACE (5 metres)

043R 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 5 metres behind the adjoining highway.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction of
E06N the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new access and passing bay*
- 2) *Details of proposed signage for passing place (Welsh over English)*

The scheme as is approved shall be fully implemented prior to first use of the development.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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

Note to applicant

The proposed access and passing place should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s. 278 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 be 'R. K.', written in a cursive style.

Chief Officer, Environment & Technical