

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0079 **Your Ref:** MRJ/P/2021/0079
Date: 15th April 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 470 423 The Drury, Drury Lane, Tybroughton, Whitchurch.

Development: Conversion of outbuildings into 5 dwellings.

I refer to your consultation / email dated 19/02/2021 including layout plan (Drg. No. HS140/01) in respect of the above.

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

Assuming speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There would appear to be 4 main existing access points serving the development site:-

Access Point (serving farmhouse)

This existing access is approximately 2.7m wide and provides visibility splays in excess of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway. I assume that this access will remain as existing.

Access Point (between Agricultural Buildings proposed for conversion)

This existing access is approximately 5.4m wide and suffers with inadequate visibility providing splays of approximately 2.4 x 5m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing buildings. I would recommend that this access is not used as a vehicular access but is acceptable as a pedestrian access. I would recommend that bollards or similar are installed to prevent vehicular access. The submitted layout plan indicates the existing access to be closed up.

Access (west of building for proposed plot nos. 2 – 4)

This existing access is approximately 5m wide. Visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 4m in the westerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow. Visibility in the easterly access is adequate providing a splay in excess of 2.4 x 56m measured to the nearside edge of the adjoining highway. This access appears to be closed up as part of the development.

Access (westerly end of site serving Dutch Barns)

This existing access is approximately 4.4m wide and suffers with inadequate visibility providing splays of approximately 2.4 x 5m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow. This access appears to be closed up as part of the development.

Proposed Shared Access

The submitted layout plan indicates splays from the proposed access of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway which is considered acceptable.

The proposed access is approximately 5m wide with gates setback 6m behind the adjoining carriageway which is considered acceptable. I would recommend the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

An Aco drain or similar will be required across the access (if the access gradient falls towards the highway) in order to prevent private surface water flowing onto the highway.

Parking and Turning Provision

The submitted layout plan appears to indicate a parking area with 10 parking spaces. There also appears to be 5 no. car ports / storage buildings which I assume accommodate at least 1 no. additional car space each.

The proposed barn conversions would require a maximum of 12 parking spaces. The proposed level of parking provision would therefore appear adequate.

Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development.

Could you please ask the applicant to liaise with our Senior Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

Construction Traffic Management Plan

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.

Sustainability

The proposed development site would not appear to meet the requirements of the settlement policies (3.4 & 3.6) detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops. The site may therefore be considered to be too remote.

If the application is to be supported, I would recommend any permission includes the following conditions:-

CONDITIONS

- | | |
|---------------------|---|
| ZJ15
038R | VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres in both directions measured to the nearside edge 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. |
| ZJ41
026R | GENERAL LAYOUT
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@ |
| ZJ07
043R | ACCESS SURFACE (5 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 5 metres behind the adjoining highway. |
| ZJ09
033R | NO GATES WITHIN 5 METRES
There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary. |
| 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. |
| ZJ45
026R | CONSTRUCTION TRAFFIC MANAGEMENT PLAN
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. |

Note to Applicant**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 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.

Chief Officer, Environment & Technical