

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0188 **Your Ref:** BB/P/2021/0188
Date: 26th March 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 427 417 Bryn Newydd Farm, Halghton, Hanmer, Whitchurch.

Development: Conversion of part of outbuilding into residential use and new access.

I refer to your consultation dated 22/03/2021 in respect of the above.

General

The site is relatively remote and is typically served by narrow, rural lanes with limited passing places. Given the rural location of the site, there is no footway or street lighting provision along the lanes leading to the development site.

Existing Access

The existing farm is accessed off Rock Lane which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road

Based on speeds of 25mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the carriageway given the narrow nature of the road.

Visibility from the existing access is adequate providing splays in excess of 2.4 x 33m in both directions measured to the centerline of the adjoining highway.

The existing access is approximately 19m wide reducing to 4.3m wide at around 9m behind the edge of carriageway. The access is surfaced with hard bound materials.

Proposed Access

The proposed access is located on Bryn Lane which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

There is an existing field access in this location approximately 2.7m wide gated 1.8m behind the adjoining carriageway. The access is unsurfaced.

I assume that the proposed access will only serve the new dwelling and will not be used for any agricultural purposes or other shared use (such use would require a wider access and gates setback at least 10m).

Based on speeds of 25mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the carriageway given the narrow nature of the road.

It would appear possible to provide the required visibility splays from the proposed access subject to removal / lowering / setting back of the existing hedgerow. I would recommend any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the highway boundary. However, the submitted layout plan does not indicate the full extent of the proposed splays. **Could you please ask the applicant to provide a revised layout plan indicating this detail.**

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.

The submitted layout plan indicates a 4m wide access which is considered adequate to serve a single dwelling. The proposed access will require s.184 consent as it crosses highway verge.

Parking & Turning Provision

The submitted layout plan indicates the provision of 3 parking spaces with 6m clearance behind which is considered adequate.

Subject to providing the requested detail, I would have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

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. -----.

- ZJ16**
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 33 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.
- 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.
- 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.
- 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.
- 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.

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 highway 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.

A handwritten signature in black ink, appearing to be 'R. Jones' or similar, written in a cursive style.

Chief Officer Environment & Technical