

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/P/2020/0476	Your Ref:	MRJ/P/2020/0476
Date:	12 th October 2020		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 202 382 Oddi ar y Twmpath, Glyn Ceiriog, Wrexham.

Development: Conversion of agricultural building to holiday let and construction of new access and drive to holiday let and existing dwelling.

I refer to your consultation / email dated 25/08/2020 including layout plan (Drg. No. 02) in respect of the above.

Access

The proposed development site is located on a narrow, unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph along this section given the geometry of the road (adjacent to newly formed access).. Assuming typical speeds of 20mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway. Visibility can be relaxed to the centerline given the restricted carriageway width along this lane.

The unclassified road accesses onto the High Street which is a classified road subject to a 30mph speed limit. Although vehicles may travel up to 30mph in the north easterly direction along the High Street, I would estimate typical vehicle speeds for vehicles travelling south west at being around 25mph given the geometry of the road.

Assuming typical speeds of 30mph and 25mph, Manual for Streets would normally require any proposed / existing access / junction to provide visibility splays of 2.4 x 43m in the south westerly direction and 2.4 x 33m in the north easterly direction measured to the nearside edge of the adjoining highway.

Visibility from the existing junction onto the High Street is inadequate in both directions providing splays of 2.4 x 5m in the south westerly direction and 2.4 x 25m in the north easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by the exiting boundary wall in the south westerly direction and by the existing wall / vegetation in the north easterly direction. I would normally therefore be unable to support any proposed development that would result in any significant increase in vehicle movements through this existing substandard junction.

The narrow, steeply sloping undaopted lane itself is typically only 2.5m wide and has no footway provision. It cannot accommodate the simultaneous passage of 2 vehicles. I would normally therefore be unable to support any proposed development that would result in any significant increase in vehicle movements along this lane.

There would appear to be an existing access west of the existing agricultural buildings. Public Footpath no. 9 - Llansantffraid Glynncceiriog appears to pass through the development site at this point. I would recommend that the applicant liaises with our Public Rights of Way Section (contact: Sean Hanratty) to discuss any potential impact on this footpath. The applicant appears to have constructed a new access to the south of the site without either planning consent or s.184 consent. It is unclear whether the applicant intends closing up the existing access to the north of the site. I would normally recommend that the existing access is closed up if a new improved access is to be provided. **I would recommend that this detail is indicated / clarified on a revised layout plan.**

The newly formed access is approximately 15m wide reducing to at least 4.8m at 5m behind the adjoining highway and can accommodate two cars sitting side by side. The access is surfaced with hard bound materials for approximately 6.7m with loose stone beyond this point and has no means of intercepting private surface water run-off (eg/ Aco drain). Any proposed access of this nature would need to be surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary, with no gates being erected. **An Aco drain or similar would be required to intercept any private surface water run-off.**

The newly constructed access appears to provide visibility splays of at least 2.4 x 25m in both directions which would be considered adequate.

Traffic Generation

The site appears to consist of an existing farmhouse with 2 no. outbuildings proposed for conversion to an additional dwelling and a holiday let as indicated on the submitted layout plan (Drg. No. 02).

On the assumption that the existing farmhouse already has an existing traffic generation, then I would not have any objections in principle to this element of the development. However, the proposed additional dwelling and holiday will inevitably result in an increase in vehicle movements along this lane. I would therefore be unable to support these developments on highway grounds.

Parking & Turning Provision

The submitted layout plan (Drg. No. 02) appears to indicate adequate parking for each dwelling with turning provision. However, if the application was to be supported, I would recommend that a suitable turning head is provided that can accommodate the turning movements of medium sized delivery vehicles eg/ Tesco delivery van.

No details of how waste collection / recycling will be carried out have been provided.

I would therefore recommend that the application be **REFUSED** for the following reasons:-

1. **The site is approached from the High Street by means of a steep, narrow unclassified road which is considered substandard in width and junction layout to serve as a means of access to further residential development.**
2. **There is restricted visibility at the existing junction of the unclassified road (Lane from High Street to Tan y Bryn) / High Street and increased use would increase the likelihood of danger to road users.**

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, consisting of a large, stylized 'R' followed by a series of loops and a long horizontal stroke extending to the right.

Chief Officer, Environment & Technical