

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory

Our Ref: ET/DC/PP/P/2021/0040 **Your Ref:** SEH/P/2021/0040

Date: 2nd March 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 462 405 Croxton Pool Farm, Whitchurch Road, Hanmer.

Development: Change of use of land to Touring Caravan Site, provision of amenity building and formation of vehicular access.

I refer to your consultation dated 15/01/2021 including layout plan (Drg. No. 6869 02 Rev D) in respect of the above.

Access

The proposed development site is located on the A539 which is a rural, classified road subject to a 60mph speed limit.

Assuming typical speeds of 60mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

It is proposed to serve the proposed development in approximately the same location of the existing field access south of Croxton Pool Farm.

The required splays / stopping sight distances are measured from a driver's eye height of 1.05m to an object height of between 0.26m and 1.05m above the road surface in accordance with the Design Manual for Roads and Bridges – Volume 6 Section 2 Part 7 TD 41/95.

Visibility from the existing access appears adequate in the south westerly direction providing splays in excess of 2.4 x 215m measured to the nearside edge. However, visibility in the north easterly direction only appears to be approximately 2.4 x 90m measured to the nearside edge. Visibility in this direction appears limited given the vertical / horizontal alignment of the road. However, it is difficult to assess the available visibility without the benefit of a topographical survey. In order to accurately determine the required lateral and forward visibility splays, I would recommend that the applicant carries out a topographical survey indicating how the required splays will be provided.

The existing field access is currently 5.5m wide and is gated 8.6m behind the edge of carriageway. The access is un-surfaced. Any proposed access would need to be designed to accommodate the simultaneous passage of 2 no. cars with caravans clear of the adjoining highway. I would recommend that the applicant provides swept path details indicating the above.

Any proposed access would need to be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with no gates (preferably) being erected. An Aco drain or similar will be required at the access to intercept any private surface water run-off.

Any proposed modifications to the access will require s.184 consent from the Highway Authority.

Layout

I would recommend that the internal access road serving the holiday lodges is a minimum of 5.5m wide. The internal access will need to be of sufficient width to provide access to a refuse vehicle. Clarification on the proposed waste / recycling arrangements for the site will need to be provided to ascertain the size of refuse vehicle likely to visit the site and the submission of swept path details indicating how such a vehicle will access / exit the site and turn within the curtilage of the site. **I await the requested information.**

A suitable turning facility will be required within the curtilage of the site to accommodate the turning movements of a refuse vehicle. The proposed turning head indicated on the submitted layout plan will need to comply with WCBC adoptable standards if it is the Council who will be providing this service (see attached details) to enable an 11.2m long refuse vehicle to turn within the site. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

Details of where refuse / recycling is to be collected from and facilities proposed will need to be provided. I would recommend that the applicant liaises with our Waste Strategy Officer (Catherine Golightly) on Tel: 01978 729693.

Parking and Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the site in accordance with LPGN 16 requirements. The provision of 2 parking spaces per caravan would be considered adequate. Only 1 space per plot appears to have been provided. **Could you please ask the applicant to amend this detail on a revised layout plan.**

Sustainability

The development site is located on a remote, rural, classified road along which there is limited footway provision leading to the village centre ie/ Hanmer. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents to walk safely to local facilities and public transport stops.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

Surface Water Drainage

A suitable scheme for the disposal of surface water will need to be submitted. I assume that our Flood Management Section will be approving any proposed scheme.

Construction Traffic Management Plan (including details of contractor parking)

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

I await the requested information.

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.

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

Chief Officer, Environment & Technical