

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0222 **Your Ref:** SEH/P/2020/0222
Date: 21st July 2020

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 368 403 Model Farm, Knolton Bryn, Overton, Wrexham.

Development: Change of use to equine stud, new stables, horse walker and exercise arena.

I refer to your consultation / email dated 10/07/2020 in respect of the above.

Access

The proposed development site is located on Red Hall Lane which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 25mph for vehicles along this section given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the road given the narrow carriageway width along this section.

There would appear to be 2 no. existing access points, one serving the existing farmhouse and a second access being a gated field access on the northern side of the site.

Farmhouse Access

Visibility from the existing access is adequate in the southerly direction providing a splay in excess of 2.4 x 33m measured to the centreline of the adjoining highway. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 9m measured to the centreline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / boundary fence. I would suggest that modifications to the hedge and boundary fence are carried out to improve visibility in this direction.

The existing access serving the farmhouse is approximately 4.7m wide, surfaced with loose bound materials and gated at 2.5m behind the edge of carriageway.

I understand that this access will be restricted to domestic use and the existing field access to the north of the site will be improved to serve the proposed development.

Improved Field Access

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 20m in the southerly direction and 2.4 x 23m in the northerly direction measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows.

I understand that the applicant is proposing to improve the existing access in terms of design, surfacing, drainage and visibility. This access will serve as the main access to the business providing parking and turning facilities for both visitors to the site and horseboxes.

I would recommend that proposed access provides the following :-

- Visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets.
- Minimum width of 5m for a distance of 10m behind the adjoining highway.
- No gates within 10m of the highway boundary.
- Surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.
- An Aco drain or similar to intercept private surface water run-off.

I would recommend the applicant submits a suitable layout plan indicating the above details.

Parking & Turning Provision

The submitted layout plan (Dg. No. 1430320) appears to indicate the provision of a suitable parking and turning area for visitors / horseboxes.

Traffic Generation

The section of Red Hall Lane leading to the development site from the north ie/ A528 Ellesmere Road is particularly narrow and cannot accommodate the simultaneous passage of 2 vehicles. This section of Red Hall Lane would benefit from a number of passing places.

The applicant has indicated that the proposed development will not generate significantly more vehicle movements than was previously experienced at the farm due to the nature of the business.. On this basis, it would seem unreasonable to request the construction of a number of passing places along this section of road.

I therefore have no objections to the proposed development and would recommend any permission includes 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.

ZJ11
039R

ACCESS WIDTH

The vehicular access hereby approved shall be a minimum width of 5 metres.

ZJ08
043R

ACCESS SURFACE (10 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 10 metres behind the adjoining highway.

ZJ09A
033R

NO GATES WITHIN 10 METRES

There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

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.

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 blue ink, appearing to be 'K. Deen', is written over a horizontal line.

Chief Officer Environment & Technical