

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0645 **Your Ref:** SEH/P/2019/0645
Date: 10th September 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 468 Stryt Yr Hwch Farm, Sontley. Wrexham.

Development: Change of use of agricultural building and land for caravan storage and all associated works.

I refer to your consultation dated 23/08/2019 in respect of the above.

Access

The proposed development site is located on Marchwiell Hall Road 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 typical speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width along this section.

There are 2 existing access points ie/ north and south. I understand that the northerly access is typically used for access to the main farmhouse and it is intended to only utilize the southerly access for the caravan storage.

The southerly access is approximately 25m wide reducing to 5.5m at around 10m behind the adjoining highway. The access is surfaced with loose bound materials.

Visibility from the access appears adequate providing splays in excess of 2.4 x 43m in both directions measured to the centreline of the adjoining highway. Visibility is reliant on the regular maintenance of the verges either side of the access.

The dimensions of the access would be considered adequate to serve the proposed development. However, I would normally recommend that an access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 10m of the highway boundary (ideally no gates erected).

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept any such run-off.

• Traffic Generation

There are a number of possible routes leading to / from the development site. Although the lanes leading to the site are typically rural and sometimes narrow, there are adequate passing places along these routes. These lanes are currently used by HGVs, milk tankers, agricultural delivery vehicles, tractors and trailers serving the existing farms.

The additional movements likely to be generated by the caravan storage facility are likely to be staggered and not have any significant impact on the local highway network.

Parking & Turning Provision

Parking & turning provision at the site appears adequate.

I therefore 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) – SOUTHERLY ACCESS Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43m 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.
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.

Peter D. M. Wante

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Chief Officer Environment & Technical