

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2018/1048 **Your Ref:** KH/P/2018/1048
Date: 17th January 2019

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 400 430 Woodside, Cloy, Bangor on Dee, Wrexham.

Development: Closure of existing and construction of new vehicular access.

I refer to your consultation dated 03/01/2019 in respect of the above.

The proposed development site is located on Cloy Hall Lane which is a rural, classified road subject to a 60mph speed limit. However, in respect of the existing access, I would estimate typical vehicle speeds at being around 20mph for vehicles approaching from the south west and 30 mph for vehicles approaching from the north east along this section given the geometry of the road.

Existing Access

Based on typical speeds of 20mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 25m measured to the nearside edge of the adjoining highway. Based on typical speeds of 30mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway.

The existing access provides splays of approximately 2.4 x 17m to the south west and 2.4 x 40m to the north east measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow fronting the development site.

I would recommend that the existing access is permanently closed up, top-soiled and seeded. This will require s.184 consent.

Proposed Access

The proposed access appears to be located approximately 20m away from the existing access in the north easterly direction.

I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the south west and 40 mph for vehicles approaching from the north east along this section given the geometry of the road.

Based on typical speeds of 25mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 33m in the south westerly direction measured to the nearside edge of the adjoining highway. Based on typical speeds of 40mph, TAN 18 would normally require any proposed / existing access to provide visibility splays of 2.4 x 120m measured to the nearside edge of the adjoining highway.

I understand that the proposed access will provide visibility splays in excess of the above requirement. These visibility splays will be provided by cutting back a section of the existing hedgerow.

The proposed access appears to be 5m wide for a distance of 10m behind the adjoining highway which is considered acceptable. I would recommend that the access is paved with hard bound materials for a minimum distance of 10m behind adjoining highway with no gates being erected within 10m of the highway boundary.

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

Parking & Turning Provision

Parking and turning provision at the existing property is considered adequate.

I would 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. TP-AA-500 . |
| ZJ15
038R | VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in the south westerly direction and 2.4 x 120m in the north easterly direction measured to the nearside edge 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. |

ZJ02
026R

ACCESS TO BE CLOSED PRIOR TO USE OF ALTERNATIVE ACCESS

The existing vehicular access as shown on approved plan shall be permanently closed up prior to first use of the new vehicular access hereby approved.

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.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.

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 and to reinstate the existing access as highway verge. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

Peter Dornthwaite

ant Planning Control Manager