

MEMORANDUM



From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0837	Your Ref:	SEH/P/2017/0837
Date:	7 th November 2017		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 408 434 Gwynt Farm, Hollybush Lane, Bangor on Dee, Wrexham.

Development: Demolition of Tin Shed Clad Storage Barn and Slurry Pit, Conversion of Traditional Barn to Dwelling, Erection of New Garage / Store, Alterations to Access Arrangements and Associated Works.

I refer to your consultation / email dated 06/11/2017 in respect of the above.

Access

The proposed development site is located on Hollybush Lane which is a narrow, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph along this section given the geometry of the road.

I understand that it is proposed to use the existing access to serve the existing farmhouse, proposed barn conversion and existing farming activities (ie/ rearing of beef cattle and dealing in hay & straw production / sales).

Assuming typical speeds of 40mph, TAN 18 would normally require any proposed access to provide visibility splays of 2.4 x 120m in both directions measured to the centreline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section. The applicant may wish to carry out a speed survey to determine 85th percentile speeds / required stopping sight distances.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 43m to the north and 2.4 x 37m to the south measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

However, the revised layout plan (Drg. No. 407 / EX01 Rev B) indicates the lowering of the existing hedgerow either side of the access to provide the required visibility splays.

The existing access is approximately 10m wide reducing to 4.5m wide at 5m behind the adjoining carriageway. The access is surfaced with loose bound materials. The submitted layout plan indicates a proposed access width of 5m. I would recommend that the proposed shared access is a minimum of 5m wide for at least 10m behind the adjoining highway. I would recommend that the proposed shared access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with no gates being erected within 10m of the adjoining highway.

Parking and Turning Provision

I would recommend that parking provision is provided in accordance with LPGN 16 maximum standards ie/ 3 no. spaces. LPGN 16 does not include any proposed garages as contributing to parking provision.

The revised layout plan indicates the provision of 4 no. spaces which is considered adequate.

I therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. -----.

ZJ16 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 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 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 5 metres.

ZJ08 ACCESS SURFACE (10 metres)

043R 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 NO GATES WITHIN 10 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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.

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