

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0670 **Your Ref:** PF/P/2012/0670
Date: 2nd October 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 410 496 Land north east of Bryn Villa, Bryn Villa Road, Bowling Bank, Wrexham.

Development: Erection of agricultural workers dwelling including detached double garage.

I refer to your consultation dated 28/09/2012 in respect of the above.

The proposed development site is located on Lower Road which is a narrow, 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 along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing access serving the development site is adequate in the easterly direction providing a splay in excess of 2.4 x 56m measured to the centerline of the adjoining highway. However, visibility in this direction is reliant on the regular maintenance of the hedgerow along the site frontage.

However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 24m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow fronting the development site. However, adequate visibility could be achieved in this direction by either lowering, removing or setting back a section of existing hedgerow.

I would normally therefore be unable to support any proposed development that is likely to result in an increase in vehicle movements through this substandard access.

The proposed access is only 3.7m wide and cannot support the simultaneous passage of 2 vehicles. The existing access is surfaced with loose bound materials.

I would normally recommend that such an access has a minimum width of 4.8m and is paved with hard bound materials for a minimum distance of 10m behind the highway boundary. No gates should be erected within 10m of the highway boundary.

Parking and turning provision at the proposed development site appears adequate.

I would normally recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

However, if the applicant were to satisfactorily address the above issues, then I would recommend that any permission be subject to the following conditions:-

CONDITIONS

- 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 56 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 4.8 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.
- ZJ22** **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R The vehicular parking and turning areas as shown on approved drawing no. 4 – Dated January 2012 shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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

Peter Oothwaite
P.P. Network and Infrastructure Manager