

MEMORANDUM

From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0648 **Your Ref:** SEH/P/2012/0648
Date: 20th September 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 344 536 Fields Farm, Old Wrexham Road, Gresford, Wrexham.

Development: Demolition of Existing Dwelling and Barns, Erection of Detached Dwelling and Detached Triple Garage with annex.

I refer to your consultation dated 14/09/2012 in respect of the above.

The development site is located on the Old Wrexham Road which is a rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph along this section given the geometry of the road and the traffic calming measures in place along this section.

Assuming typical speeds of 30mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Visibility from the proposed access is inadequate providing splays of approximately 2.4 x 7m to the north east and 2.4 x 9m to the south west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

I understand that the site comprises of an existing farm house which is to be demolished and an L-shaped building to the north consisting of a dwelling plus barn. The L-shaped building is to be demolished and replaced with a 5 bedroomed dwelling. A detached double garage with annexe above is also being proposed which I assume will be tied to the proposed dwelling. I understand that there are other barns / agricultural outbuildings to the rear of the site, although it is unclear as to whether these are to remain or be demolished. It is also unclear as to whether any agricultural activity will continue at the development site.

If any agricultural activity is to continue at the site, then the access would be considered to be a shared access.

The existing access serving the development site is approximately 7.0m wide reducing to 3.3m wide approximately 5m behind the adjoining carriageway. The driveway beyond leading to the development site is only approximately 2.5m wide for a distance of approximately 65m. The access / driveway cannot therefore accommodate the simultaneous passage of 2 no. vehicles..

I would normally recommend that any proposed shared access be a minimum width of 4.8m for at least 10m behind the highway boundary and surfaced with hard bound materials (ie/ bituminous macadam) for at least 10m behind the highway boundary. No gates shall be erected within 10m of the highway boundary.

I would normally recommend that a suitable passing place is constructed approximately half way along the private driveway serving the site.

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 constructed across the proposed access to intercept such run-off.

Parking and turning facilities at the proposed development site appear adequate.

I would normally not support any proposed development at the site that would result in an increase in vehicle movements through the existing sub-standard access. However, the proposed development is likely to generate fewer vehicle movements than previously experienced at the site. However, I would suggest that the applicant considers carrying out improvements to the existing access / driveway as detailed above in the interests of highway safety.

I would therefore have no objections to the proposed development site and recommend that any permission include the following conditions:-

CONDITIONS

- | | |
|---------------------|--|
| ZJ22
035R | PARKING AND MANOEUVRING TO BE KEPT CLEAR
The vehicular parking and turning areas as shown on approved drawing No. N020/006 – Dated August 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. |
| 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, 3, 4 & 5 of the supplementary notes.

Peter Conwaite
pp. Network and Infrastructure Manager