

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0568 **Your Ref:** SEH/P/2012/0568
Date: 17TH August 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 388 523 Cornish Hall, Wrexham Road, Holt, Wrexham.

Development: Change of use and conversion of vacant agricultural buildings for residential development (5 no. units).

I refer to your consultation dated 09/08/2012 in respect of the above.

The proposed development site is located off the A534 Wrexham Road which is a classified road subject to a 60mph speed limit.

Any proposed /existing access would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway.

Visibility from the proposed / existing access onto the classified road (A534) appears adequate in the north easterly direction providing a splay in excess of 2.4 x 215m measured to the nearside edge of the adjoining highway. However, visibility in the south westerly direction appears inadequate providing a splay of approximately 2.4 x 50m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow. However, the submitted layout plan (Drg. No. P14 Rev A – Dated August 2011) demonstrating how the required visibility splays will be provided appears acceptable.

The existing access is approximately 3.6m wide to a point 5m behind the adjoining carriageway. Beyond this point, the access is typically 3.1m wide leading up to the development site. The existing access cannot currently accommodate the simultaneous passage of 2 no. vehicles.

I understand that the existing farmhouse will remain, 5 new additional dwellings constructed and some level of existing agricultural activity will be served off the proposed / existing access.

On this basis, I would normally recommend that the existing access is widened to a minimum of 4.8m for a minimum distance of 10m behind the adjoining highway with no gates being erected within 10m of the highway boundary. I would recommend that the access is surfaced with hard bound materials for at least 10m behind the adjoining highway. The submitted layout plan (Drg. No. P14 Rev A – Dated August 2011) demonstrating the above access improvements appears acceptable.

The provision of 2 no. passing places as demonstrated on the submitted plan appears acceptable. I would recommend that these passing places provide an overall minimum driveway width of 4.8m in these locations. This will allow a refuse wagon and car to pass simultaneously. These passing places should be surfaced with suitable hard bound materials.

In terms of parking provision at the development site, I comment as follows:-

The proposed dwellings would normally require a maximum of 14 spaces in accordance with LPGN 16. Garage spaces are not included. The submitted layout plan only therefore appears to indicate the provision of 6 no. spaces. Could you please ask the applicant to provide a revised layout plan indicating the provision of 14 no. suitable parking spaces.

There would appear to be adequate space at the end of the private driveway for a refuse vehicle to turn and exit the site in a forward gear.

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

CONDITIONS

- ZJ15A** **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
038R **EMPTY SPLAY**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of **2.4 metres x 215 metres** in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- NONSTD** **ACCESS WIDTH**
039R The vehicular access hereby approved shall be a minimum width of 4.8 metres for a minimum distance of 10m behind the adjoining highway.
- 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.
- ZJ23** **(PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and 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.
- ZJ37** **SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)**
026R No part of the development shall commence until a scheme detailing the
E06N construction of the following has been submitted to and approved in writing by the
E07N Local Planning Authority: ***delete as apt ****

- 1) *Passing bays,*

The scheme as is approved shall be fully implemented 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 Ochwato

P.O. Network and Infrastructure Manager

