

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0442	Your Ref:	PF/P/2012/0442
Date:	16 th July 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 407 438 Woodcroft, Holly Bush Lane, Bangor on Dee, Wrexham.

Development: Erection of steel portal frame building.

I refer to your consultation dated 12/07/2012 in respect of the above.

The proposed development site is located on Holly Bush Lane which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph along this section given the geometry of the road.

Assuming typical speeds of 25mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway.

Any proposed / existing access would also normally be required to provide adequate forward visibility providing a stopping sight distance of 33m for vehicles approaching from the east.

There would appear to be 2 no. existing accesses serving the development site. The easterly access is located directly in front of the existing property and the westerly access located approximately 20m further along the lane.

Existing Easterly Access

This access is approximately 3.6m wide and is gated 2.7m behind the adjoining carriageway. The access is surfaced with loose bound materials.

Visibility from this existing access appears adequate in both directions providing splays in excess of 2.4 x 100m measured to the nearside edge of the adjoining highway.

Forward visibility for vehicle approaching from the east appears adequate providing a stopping sight distance of approximately 33m.

However, could you please ask the applicant to demonstrate on a suitably scaled plan how the required lateral and forward visibility splays are to be provided from this access.

As the proposed development is likely to result in an increase in vehicle movements at the site, I would recommend that improvements are carried out to this existing access to form a suitable single point of access.

I would recommend that the access is widened to at least 4.8m with any gates being setback at least 10m behind the adjoining highway. I would recommend that the first 10m of the access is surfaced with hard bound materials (ie./ bitmac).

Could you please ask the applicant to demonstrate such improvements on a suitably scaled plan.

Existing Westerly Access

This gated access appears to share an access onto Hollybush Lane with an adjoining access serving a small paddock.

Visibility from this existing access appears adequate in the easterly direction providing a splay in excess of 2.4 x 33m measured to the nearside edge of the adjoining highway. However, visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 7m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow fronting the adjoining field.

Forward visibility for vehicles approaching from the east appears inadequate providing a stopping sight distance of approximately 25m. Visibility is impeded by the existing hedgerow on the inside of the bend.

As this secondary access is considered to be sub-standard, I would recommend that improvements are carried out to the more easterly access with the secondary access being permanently closed up.

Adequate parking and turning provision will need to be provided within the curtilage of the site for both the existing dwelling and proposed agricultural building. Could you please ask the applicant to demonstrate such facilities on a suitably scaled plan.

Providing that the applicant can address the above issues, I would have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

- | | |
|-----------------------|---|
| 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 both directions 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. |
| NONSTD
038R | FORWARD VISIBILITY
Prior to first use of the development hereby approved the vehicular access shall provide forward visibility providing a stopping sight distance of 33m for vehicles approaching from the east. |
| ZJ11
039R | ACCESS WIDTH
The vehicular access hereby approved shall be a minimum width of 4.8 metres. |
| 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.

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.

ZJ23

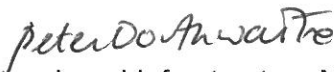
035R

(PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR

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.

Supplementary Notes

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

p.p. 
Network and Infrastructure Manager

