

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0189 **Your Ref:** MRJ/P/2021/0189
Date: 10th June 2021

TOWN AND COUNTRY PLANNING ACT 1990

TRAWSNEWID BARN I DAU GORAU GWESTY'R GWELY / CONVERSION OF A BARN INTO A TWO BEDROOM GUEST HOUSE **WERN TOWER PEN BRYN WERN TOWER ROAD PONTFADOG WREXHAM**

Grid Ref: E 325841 N 339236

I refer to your consultation dated 12/03/2021 in respect of the above and would advise you that we have the following comments;

Access

Wern Tower, Pontfadog, Llangollen is located on a unclassified rural highway and subject to a national speed limit. The development associated with the application has minimal traffic passing the frontage due to the rural location of the site and is generally too narrow to allow for the simultaneous passing of vehicles with an average road width of 3.2m, it is noted there are passing places in close proximity to the proposed development. We do not perceive the proposals will exacerbate any traffic generation in this area.

The existing site has two access locations, both allowing for the simultaneous passing of vehicles, access widths are 5.3m in both locations. The plans submitted do not indicate which entrance is to be used for the Barn Conversion, we assume the access will be from the western side which provides better visibility than the main access used for the farm house.

The visibility splay required would normally be in accordance with TAN18 measured in both directions to the nearside edge as per Manual for Streets. In this instance we would estimate the actual speed due to condition and location of the property to be 20mph and require (West Access) a 2.4m x 25m in both directions to the centerline. The measured splays exceed the requirements 2.4m x 26.5m (East) and 2.4m x 44m (West).

Parking

We are satisfied with the parking requirements can be achieved as per LPGN16E, we would welcome the updated plans indicating the turning facilities proposed and the parking arrangements for the guest house, we do not envisage any issues with this being achieved.

I recommend that any permission include the following conditions:

CONDITIONS

- ZJ05
039R** **ACCESS GRADIENT**
The vehicular access hereby approved shall be a maximum gradient of 1 in 8 (12.5%).
- ZJ07
043R** **ACCESS SURFACE (5 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 5 metres behind the adjoining highway.
- ZJ09
033R** **NO GATES WITHIN 5 METRES**
There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.
- 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 25 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 near side edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- 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.



Chief Officer, Environment & Technical