

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0441 Res(4)	FAO:	Gwyn Humphreys
		Your Ref:	P/2022/0441
Date:	11 th October 2023		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 406 457 Cottage Gorse Farm, Worthenbury, Wrexham.
Development: Demolition of farmhouse and erection of replacement dwelling including conversion of outbuilding and demolition of agricultural buildings.

I refer to your consultation / email dated 10/10/2023 including revised layout plan (Drg. No. F1705 22 - Dated October 23) in respect of the above.

Existing Access

The proposed development site is located on the B5069 Worthenbury Road which is a rural, classified road subject to a 40mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m 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 existing access is inadequate in both directions providing splays of approximately 2.4 x 7m in the north easterly direction and 2.4 x 12m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

The existing access is approximately 10m wide reducing to 3.2m at around 5m behind the adjoining carriageway. The access is surfaced with loose bound materials. If this access is proposed to be used for domestic use only, then I would suggest that the applicant considers widening the access to 4.8m for a minimum distance of 5m behind the adjoining highway to allow 2 cars to sit clear of the adjoining highway. The access would benefit from hard bound surfacing eg/ bitmac for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary (preferably no gates to be erected). Assuming the access will still accommodate some element of agricultural related traffic, I would normally recommend 10m of hard bound surfacing with gates setback at least 10m behind the adjoining highway.

If the applicant wishes, the existing access could be improved as indicated above and improve visibility splays by lowering or preferably setting back the hedgerow either side of the access. It would appear possible to provide the required splays from this location.

Proposed Access

The revised layout plan (Drg. No. F1705 22) indicates a new, improved access approximately 50m further south with a 4.8m minimum width access track. The plan indicates improved splays of 2m x 120m in both directions. I assume that the setback distance of 2m is an error and should read 2.4m as normally required for such an access. Although a splay of 2.4 x 120m in the north easterly direction could be achieved by lowering / setting back the hedgerow, it would appear that providing full visibility in the south westerly direction may be restricted to around 2.4 x 90m to the nearside edge due to the presence of the existing trees. However, this still represents a significant improvement compared with visibility from the existing access. If the proposed access is supported, then I would normally recommend the closure of the existing sub-standard access with a condition to reinstate to the satisfaction of the Planning / Highway Authority. The new access would require s.184 consent from the Highway Authority to cross the highway verge.

Where an access falls towards the highway, an Aco drain or similar is required to intercept any private surface water run-off.

Parking & Turning Provision

I understand that the proposed property is a 5 bedroomed dwelling.

The proposed parking and turning provision indicated on the submitted layout plan is considered adequate.

Conclusion

I therefore have no objections in principle to the proposed development subject to appropriate conditions as indicated above.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.



Chief Officer, Environment & Technical