

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory

Our Ref: ET/DC/PP/P/2022/0441 Res(2) **FAO:** Sarah Hill

Date: 27th February 2023 **Your Ref:** P/2022/0441

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 22/02/2022 in respect of the above.

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.

I assume that all of the existing agricultural buildings and original farmhouse will be demolished (or part converted) to leave a single dwelling and is likely to result in a reduction in daily vehicle movements through this substandard access compared with its previous agricultural use. **I would recommend that the applicant confirms that all agricultural activities will cease through this existing access.** I previously suggested that the applicant considers carrying out improvements to the access to maximize visibility in both directions in the interest of highway safety. The latest revised plans appear to indicate the retention of the existing sub-standard access and creation of a new access further south. However, no details of the proposed access ie/ dimensions / Aco drain / surfacing / visibility splays have been indicated on the revised plan. I would normally recommend the original sub-standard access is permanently closed up if a new improved access is to be constructed. **I would recommend that the above details are indicated on a revised layout plan.**

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).

The private driveway leading to the development site is typically 3.2m wide and cannot accommodate the simultaneous passage of 2 vehicles. I would suggest that the applicant considers providing a suitable passing place along the existing driveway.

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.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. K.', with a stylized, flowing script.

Chief Officer, Environment & Technical