

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0453 Res(2) **Your Ref:** AB/P/2022/0453
Date: 26th January 2023

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 458 391 Top House Farm, Big Arowry, Hanmer, Wrexham.

Development: Conversion of Agricultural Building to Dwelling.

I refer to your consultation / email dated 13/01/2023 including revised layout plan (Drg. No. 75171/PL/07) in respect of the above.

Access

The proposed development site is located on the junction of New Road / Brookhouse Lane which are both classified, rural roads subject to a 60 mph speed limit. However, I would estimate typical speeds of 40mph for vehicles travelling along New Road and around 20mph for vehicles approaching the junction along Brookhouse Lane given the geometry of the road.

Based on speeds of 40mph, any proposed / existing access would normally require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway (along New Road / Striga Lane) in accordance with TAN 18. Based on speeds of 20mph, any proposed / existing access would normally require visibility splays of 2.4 x 25m in the easterly direction (along Brookhouse Lane) measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There would appear to be 2 no. access points associated with the site fronting New Road ie/ access fronting the barn & access south of the cowshed :-

Existing Access fronting agricultural barn

This access is approximately 7.6m wide and is gated 1.1m behind the adjoining carriageway. The access / driveway is surfaced with hard bound materials ie/ concrete.

Visibility from the existing access is currently inadequate providing splays of approximately 2.4 x 5m in the northerly direction and 2.4 x 7m in the southerly direction measured to the nearside edge. Visibility is impeded by the existing hedgerow in both directions.

The existing / proposed access is located on the junction of New Road / Brookhouse Lane which is far from ideal and suffers with inadequate visibility.

I would not normally wish to support any proposed development that has the potential to increase vehicle movements utilizing this sub-standard access. I assume that the original site comprised the barn and cowshed to the south which also has an existing access further along New Road. This site now appears to be proposed for separation with the cowshed remaining along with its additional access. Ideally, it would be beneficial to close the proposed access up on the junction and provide an improved access which provides adequate / improved visibility.

It is not clear which access points were previously used for what activity and what daily vehicle movements were previously generated through each separate access.

Existing Access south of cowshed

This access is approximately 10m wide and is gated 2.5m behind the adjoining carriageway. The access / driveway is surfaced with hard bound materials ie/ concrete.

Visibility from the existing access is currently inadequate providing splays of approximately 2.4 x 65m in the northerly direction and 2.4 x 12m in the southerly direction measured to the nearside edge. Visibility is impeded by the existing hedgerow in the southerly direction. Visibility in the northerly direction is impeded by the existing hedgerow on the opposite side of the road.

Revised Layout Plan (Drg. No. 75171/PL/07)

The revised plan indicates the closure of the existing sub-standard access to the north (close to junction with Brookhouse Lane). This will require reinstatement to grass verge.

The revised plan indicates the formation of a new access short distance to the south which is approximately 5.5m wide. The plan indicates visibility splays of 2.4 x 50m to the north and 2.4 x 26m to the south measured to the nearside edge of the adjoining highway. A visibility splay of 2.4 x 26m in the northerly direction (towards the junction of Brookhouse Lane) measured to the nearside edge as also indicated. This represents an improvement on the previous splays available from the original access to this junction. However, although it would appear that visibility cannot be increased in the northerly direction to 2.4 x 120m from the new access, it would appear that the applicant has control of the hedgerow to the south of the new access in order to maximize visibility further. It would appear that with modifications to this section of hedgerow, the required splays of 2.4 x 120m measured to the nearside edge in the southerly direction could be provided. In order to support the proposed development, **I would recommend the applicant provides a revised layout plan indicating the above splay.**

The proposed access will require s.184 consent from the Council to cross the highway verge.

The proposed 5.5m wide access shall be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary.

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 proposed access to intercept any such run off where the access falls towards the highway.

Parking and Turning Provision

Given the relatively remote location of the site, I would recommend that parking provision complies with LPGN 16 maximum standards ie/ 3 parking spaces plus turning. The proposed parking & turning provision indicated on the revised layout plan is considered acceptable.

I await the requested

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. H. ...' with a stylized flourish at the end.

Chief Officer, Environment & Technical