

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/962	Your Ref:	SH/P/2022/0962
Date:	29/11/2022		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD TIR O FOD YN AMAETHYDDOL I BRESWYL A CHODI GAREJ GYDA CHAMPFA A SWYDDFA / CHANGE OF USE OF LAND FROM FIELD TO RESIDENTIAL AND ERECTION OF GARAGE WITH GYM AND OFFICE

EAST WAY BOWLING BANK WREXHAM

Grid Ref: E 340724 N 348852

I refer to your consultation / email dated 17/11/2022 in respect of the above.

Access

The development site is located on a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway in accordance with TAN 18 / Manual for Streets. Visibility can be relaxed to the centerline of the road given the restricted carriageway width along this section.

A recent application to construct a new access at the northern end of the site was recently granted (ref: P/2018/0646). However, the required visibility splay in the southerly direction has not been provided (ie/ 2.4 x 43m measured to the centerline of the adjoining highway). Current visibility in this direction is approximately 2.4 x 26m measured the centreline of the road. Visibility is impeded by the existing hedgerow. The formation of this access would have required the applicant to apply for s.184 consent in order to cross the verge. The applicant does not appear to have applied to the Council for this consent and will need to do so in retrospect. **I assume that these are matters for Planning Enforcement.**

There would appear to be two additional accesses to the south, one of which appears to provide access to stables and the most southerly access to a field including parking for a caravan and horse-trailer.

Access to Stables

Visibility from this access is inadequate providing splays of approximately 2.4 x 19m to the north and 2.4 x 21m to the south measured to the centerline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow. I would not normally be able to support any development that is likely to result in any significant increase in vehicle movements utilising this sub-standard access.

I assume that this access is intended to serve the proposed garage, gym & office. I assume that the gym & office will be for personal use and will not attract clients who may visit by car. I assume a suitable condition will be imposed restricting this use.

This access is 3m wide and gated at 3.2m behind the adjoining carriageway. The access is surfaced with loose bound materials (gravel) up to the existing gate. Any access that is intended for cars would normally require any gates to be setback a minimum distance of 5m from the highway boundary along with a minimum of 5m of hard bound paving.

It is not clear when this access was constructed and it does not appear to have s.184 consent. The applicant will be required to apply for s.184 consent in retrospect if the application is supported.

The revised layout plan appears to indicate a driveway fronting the proposed development which could accommodate 4 cars plus turning which is considered acceptable. The plan also indicates the provision of 2.4 x 43m splays in both directions measured to the centerline of the adjoining highway which is considered acceptable.

Southerly field access

Visibility from this access is inadequate in the northerly direction providing a splay of approximately 2.4 x 32m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow. Visibility in the southerly direction is adequate providing a splay in excess of 2.4 x 43m measured to the centerline of the adjoining highway. I would not normally be able to support any development that is likely to result in any significant increase in vehicle movements utilising this sub-standard access.

This access is 3m wide and gated at 3.2m behind the adjoining carriageway. The access is surfaced with hard bound materials up to the existing gate. This access appears to be used to access the field and provide parking for a caravan and horse trailer. Any access that is intended for such use would normally require any gates to be setback a minimum of 10m from the highway along with a minimum of 10m of hard bound paving.

As the property fronts a classified road, appropriate turning space should normally be provided.

It is not clear when this access was constructed and it does not appear to have s.184 consent.

The revised layout plan indicates the closure of this access ie/ planting of hedge and reinstatement of verge. I understand that the existing stable block will be accessed via the existing field access located further south along the lane.

As the revised layout plan has addressed the previously raised concerns, I have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

038R ACCESS SERVING PROPOSED GARAGE / GYM / OFFICE

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 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 nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ07 ACCESS SURFACE (5 metres)

043R 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 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ39 VERGE CROSSING

026R Prior to first use of the development a verge crossing to the site shall be constructed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

ZG23 GYM / OFFICE FOR PRIVATE USE

026R The gym / office shall not be used for any commercial or business purposes.

NONSTD EXISTING ACCESS TO BE CLOSED – SOUTHERLY ACCESS

026R The existing access as shown on the approved plan no. @@@ shall be permanently closed up prior to first use of any part of the development in accordance with a specification of works which has been submitted to and approved in writing by the Local Planning Authority.
E03N

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.

A handwritten signature in black ink, appearing to be 'R. K. M.' or similar, written in a cursive style.

Chief Officer, Environment & Technical