

MEMORANDUM

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

Our Ref: ET/DC/PP/P/2022/0646 **Your Ref:** SH/P/2022/0646

Date: 28th July 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 407 488 East Way, Bowling Bank, Wrexham.

Development: Change of use of land from field to residential and erection of garage with gym and office.

I refer to your email / consultation dated 27/07/2022 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 29m 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. This detail needs clarification.

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.

Garages are not included as contributing to parking provision (LPGN 16). I would request further details on how many cars / vehicles are proposed to be accommodated within the site with annotated dimensions. As the property fronts a classified road, appropriate turning space should be provided. This detail needs clarifying on a revised layout plan.

It is not clear when this access was constructed or whether it has planning consent and s.184 consent. This detail needs clarification.

I would recommend that the above details are provided and any proposed access improvements indicated on a suitably scaled layout plan. Details of existing / proposed visibility splays should also be provided on a revised layout plan.

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. This detail needs clarifying on a revised layout plan.

It is not clear when this access was constructed or whether it has planning consent and s.184 consent. This detail needs clarification.

I would recommend that the above details are provided and any proposed access improvements indicated on a suitably scaled layout plan. Details of existing / proposed visibility splays should also be provided on a revised layout plan.

A handwritten signature in dark ink, appearing to be 'R. O.', is located at the bottom left of the page.

Chief Officer, Environment & Technical