

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0453 **Your Ref:** LA/P/2022/0453
Date: 23rd May 2022

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: Change of use of part garden to Farm Shop and Café and Stationing Unit

I refer to your consultation / email dated 09/05/2022 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 applicant has not indicated the proposed visibility splays from the existing / proposed access along both New Road, Striga Lane or Brookhouse Lane. **I would recommend that a suitably scaled plan is provided indicating this detail.**

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. **I would recommend that this information is provided.**

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 / 3rd party land.

The applicant has not indicated the proposed visibility splays from this existing access which may provide a better access option for the proposed barn conversion. **I would recommend that a suitably scaled plan is provided indicating this detail.**

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 submitted layout plan (Drg. No. 75171/PL/04) only appears to indicate 2 no. parking spaces plus turning. **I would recommend that a suitably scaled revised plan is provided indicating this detail.**

Supplementary Notes

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



Chief Officer, Environment & Technical