

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2022/0396 **Your Ref:** SEH/P/2022/0396
Date: 12th July 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 388 Ty Newydd, Knolton, Overton, Wrexham.

Development: Erection of agricultural building.

I refer to your consultation / email dated 11/07/2022 in respect of the above.

Access

The development site is located on the A528 which is a rural, classified road subject to a 50mph speed limit.

Based on speeds of 50mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

I understand that the property has recently constructed a new replacement access on the northern side of the site frontage and is intending to close up the existing access located on the southern side of the site frontage. I understand that this was a domestic access associated with the dwelling.

Visibility from the newly constructed access serving the premises appears inadequate currently providing splays of approximately 2.4 x 16m to the north west and 2.4 x 56m to the south east measured to the nearside edge of the adjoining highway. Visibility is impeded in the north westerly direction by the existing boundary hedge and the required splays would appear to need to cut across 3rd party land. Visibility is impeded in the south easterly direction by the sign in the verge fronting the adjoining garage site and the required splays would also appear to need to cut across 3rd party land.

I would normally be unable to support a development that has the potential to increase vehicle movements at the site utilizing this sub-standard access.

I understand that the applicant wishes to use the field to the rear of the property for agricultural purposes and store machinery and livestock in the proposed building. I understand that previous access to this field was via the adjoining Trotting Mare Garage access but assume that such access is no longer possible.

The applicant has advised that the agricultural machinery that is currently on site will be used on the field behind Ty Newydd but will have no reason to leave the site. With the exception of maybe one delivery of sheep/goats it appears that the access will be used for domestic purposes only and there will be no increase in vehicle movements using this access. **Assuming that the proposed land and agricultural building is conditioned in accordance with the restricted use as detailed above it may be assumed that any additional vehicle movements will be minimal and the proposed development could be supported.**

The newly constructed access is approximately 7.6m wide reducing to 3.3m wide at 8.1m behind the edge of carriageway. The access is gated at 8.1m behind the edge of carriageway. If the access is proposed for shared use ie/ agricultural and domestic, I would normally recommend that such an access is a minimum of 4.8m wide for at least 10m behind the adjoining highway with no gates being erected within 10m of the highway boundary. The access is surfaced with hard bound materials. However, I understand that planning consent was granted for this replacement access in 06/11/2020 and s.184 consent granted on 05/05/2021. Although the Highway Authority were consulted on this application, I can only assume that no response was forthcoming due to staffing and covid issues at this time.

I would recommend that the existing dropped kerb fronting the former access to the dwelling is reinstated to full height footway construction for which s.184 consent will be required.

Parking and Turning Provision

There would appear to be adequate parking and turning provision within the curtilage of the site.

Assuming that the proposed land and agricultural building is conditioned in accordance with the restricted use as detailed above it may be assumed that any additional vehicle movements will be minimal and the proposed development could be supported.

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

Chief Officer, Environment & Technical