

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/2021/1144 **Your Ref:** SJG/P/2021/1144
Date: 9th December 2021

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 430 469 Gwern Y To, Shocklach Lane, Worthenbury, Wrexham.

Development: Variation of condition 2 of Planning Permission P/2018/0367 to amend approved plans.

I refer to your consultation / email dated 06/12/2021 in respect of the above.

The proposed development site is located on Shocklach Lane which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph given the geometry of the road.

Assuming speeds of 40mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4m x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the original, existing / proposed access was inadequate providing splays of approximately 2.4 x 8m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow either side of the access. I would therefore not normally wish to support any proposed development that is likely to result in any increase in vehicle movements through this sub-standard access than was previously experienced at the site.

However, I understand that this is an existing access which previously served a farmhouse, barn and shippoon. It was therefore previously considered reasonable to support the proposed development. **I undersatnd the proposed stables will be restricted to a personal use.**

The existing access was approximately 3.8m wide with gates setback 5.7m behind the adjoining carriageway. The access was unsurfaced (grassed). Any gates should ideally be setback a minimum distance of 10m behind the highway boundary where a car plus horsebox / trailer are likely to use the access.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. I would recommend that an Aco drain or similar is provided across the approved access to intercept any such run off prior to first use of the development.

The applicant appears to have recently modified the existing access. The access is now 8.8m wide with gates setback approximately 24m behind the adjoining carriageway. The access is surfaced with loose materials. Visibility from the modified access is marginally improved providing splays of approximately 2.4 x 10m in both directions measured to the nearside edge of the adjoining highway

I would suggest that the applicant considers carrying out significant improvements to the existing access in order to improve visibility along Shocklach Lane. Such improvements could include re-locating the access to a more central position further south along the site frontage and lowering / removing / setting back the existing hedgerow in order to maximize visibility in both directions. **I would suggest that the applicant submits a revised layout plan indicating the suggested improvements. I understand that this was included as a condition in previous consent ref: P/2018/0367).**

Adequate parking & turning provision shall be provided at the development site.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

- | | |
|----------------------|--|
| ZJ41
026R | GENERAL LAYOUT
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----. |
| ZJ08
043R | ACCESS SURFACE (10 metres)
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 10 metres behind the adjoining highway. |
| ZJ09A
033R | NO GATES WITHIN 10 METRES
There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary. |
| ZJ46
026R | NO PRIVATE SURFACE WATER RUN OFF
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 approved access to intercept any such run off prior to first use of the development. |

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