

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2018/0464	Your Ref:	KH/P/2018/0464
Date:	13 th June 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 481 379 Land South of Nook Cottage, Nook Lane, Bronington. Wrexham.

Development: Erection of agricultural building (sheep housing, hay).

I refer to your consultation dated 11/06/2018 in respect of the above.

The proposed development site is located off Nook Lane which is a narrow, unadopted lane.

The main access route to / from the site would appear to be along Nook Lane onto the A495 Bronington Road (60mph speed limit).

Although visibility at this junction appears adequate in the easterly direction, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 100m measured to the nearside edge of the adjoining highway. TAN 18 would normally require such an access / junction to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in the westerly direction by the existing hedgerow. However, full visibility could be achieved if the hedgerow were to be trimmed back.

Nook Lane is a narrow , unadopted lane with no footway or street lighting provision. The lane is typically 3.7m wide for the majority of its length and there are no formal passing places along this section. Nook Lane is in poor condition with sections of loose bound surfacing and a number of potholes along its length. A number of public footpaths cross Nook Lane.

Nook Lane already serves in excess of 5 no. dwellings . It is current Council policy that no more than 5 no. dwellings should be served off an unadopted road unless it is to an adoptable standard. This is because above 5 dwellings, it is considered that the volume of traffic will be such as to give rise to additional danger to pedestrians, cyclists and road users generally unless minimum standards are met.

I would not be able to support any proposed development that is likely to result in an increase in traffic movements along Nook Lane.

I understand that planning consent (Ref: P/2013/0561) has previously been granted at the site for a 3 bay stable building and tack room. It is unclear from the submitted application as to how many additional vehicle movements will be generated as a result of the development and whether the development is in addition to this earlier consent for the stables.

Assuming the existing / proposed daily vehicle movements associated with this site were insignificant ie/ 5 movements or less, I would have no objections on highway grounds. However, if the proposed vehicle movements associated with this development were significant, then I would recommend that the application be REFUSED for the above reasons.

However, could you please ask the applicant to clarify the likely level of traffic generation associated with the proposed development.

Supplementary Notes

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

peter doornwaite

MD Planning Control Manager