

MEMORANDUM

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

Our Ref: ET/DC/PP/P/2021/0722 **Your Ref:** MRJ/P/2021/0722

Date: 9th August 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 401 450 Villa Farm, Bangor on Dee, Wrexham.

Development: Conversion and extension of outbuilding to holiday accommodation.

I refer to your consultation / email dated 04/08/2021 in respect of the above.

Access

The proposed development site is located on the A525 Whitchurch Road which is a rural, classified road subject to a 40mph speed limit.

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

Any proposed / existing access in this location would also normally be required to provide forward visibility providing a stopping sight distance of 120m for vehicles approaching the proposed access from the south east to cars waiting to turn right into the site.

Current visibility in both directions is inadequate providing splays of approximately 2.4 x 80m in the southerly direction and 2.4 x 50m in the westerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by existing vegetation along this section.

Forward visibility is limited to a stopping sight distance of approximately 40m approaching the proposed access from the south east. As the access is located on a sharp bend (Potters Bridge), adequate forward visibility and lateral visibility appears to be reliant on crossing land on the opposite side of the road from the development site. However, I understand that Villa Farm was previously owned by the Council but was sold off but with land on the opposite side of the A525 being acquired / secured by the Council (Asset Management Section) which was to be protected for highway purposes. It would therefore seem appropriate to include a planning condition that secures the required forward visibility splay across this land so it is provided in perpetuity. I assume that the applicant will need to liaise with our Asset Management Section for agreement to ensure this splay can be provided / maintained clear of any obstruction in perpetuity.

I would recommend that the applicant provides a suitably scaled layout plan indicating the full extent of the required lateral / forward visibility splays from the proposed access.

The existing dropped kerb access serving the development site is approximately 9m wide reducing to 5.1m wide at 6.3m behind the carriageway edge. The access is gated at approximately 14m behind the edge of carriageway and is paved with hard bound materials.

The shared driveway leading to the development site beyond the main gates is provided with a couple of passing places and is considered adequate to serve the proposed development site.

Parking and Turning Provision

It is unclear from the application as to the number of existing dwellings and holiday lets that are currently on site. **Could you please ask the applicant to clarify the number of existing / proposed dwellings and holiday lets at the development site including plan indicating existing / proposed parking spaces.**

If adequate visibility cannot be provided in perpetuity from the proposed / existing access then it would be difficult to support any additional development that will increase vehicle movements through this access.

Supplementary Notes

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

A handwritten signature in blue ink, appearing to read 'D. J. ...', is written over a horizontal line.

Chief Officer, Environment & Technical