

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/1129 **Your Ref:** JK/P/2021/1129
Date: 6th December 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 407 510 Agricultural Land to the South of Park Farm, Bowling Bank, Wrexham.

Development: New vehicular access to service agricultural land.

I refer to your consultation / email dated 24/11/2021 in respect of the above.

Access

The proposed development site is located on a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the north and around 25mph for vehicles approaching from the south east given the geometry of the road.

I would not be able to support a new access in this location which is located on the junction. **I would suggest that the applicant considers re-locating the proposed access to the north of the junction between the existing telegraph pole and the property known as Aynsley.**

I would recommend that the applicant clarifies what the access will be used for , anticipated typical daily vehicle movements & size and type of vehicles anticipated at the development site.

Any proposed / existing access in the suggested location would normally be required to provide visibility splays of 2.4 x 43m in the northerly direction and 2.4 x 33m in the southerly direction measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section. **I would recommend the applicant provides a suitably scaled layout plan indicating the above detail.**

Any proposed access must be of sufficient dimensions to accommodate the anticipated size of vehicles. I assume that typical vehicles will comprise a tractor / trailer. If this is the case, I would normally recommend that any gates are setback a minimum distance of 10m behind the adjoining highway, access paved with hard bound materials for at least 10m behind the adjoining highway and measures taken to accommodate the existing drainage ditch fronting the site. No private surface water shall be permitted to flow onto the adjoining highway. The existing drainage ditch will need to be culverted with a suitable pipe and appropriate cover / protection. I would recommend

that the applicant liaises with our Streetscene Engineer – Kevin Edwards on Tel: 01978 729732 on the required detail. Any proposed access would benefit from being a splayed entrance for ease of access. **I would recommend the applicant provides a suitably scaled layout plan indicating the above detail.**

Parking and Turning Provision

The proposed development will need to provide adequate parking and turning provision within the curtilage of the site. **I would recommend the applicant provides a suitably scaled layout plan indicating the above detail.**

I await the requested information.

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 black ink, appearing to be 'R. Edwards', written in a cursive style.

Chief Officer, Environment & Technical