

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/1033 **Your Ref:** SJG/P/2021/1033
Date: 9th November 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 377 391 Maes Lewis Moore, Knolton, Overton, Wrexham.

Development: Installation of a mobile home.

I refer to your consultation / email dated 03/11/2021 in respect of the above.

Access

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

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 which there shall be no obstruction in excess of 1.0m in height in accordance with TAN 18.

Maes Lewis has 2 no. existing access points at either end of the site, although the northerly access appears to be the more frequently used access which is also shared with the adjoining landowner / farmer.

Visibility from both access points is inadequate falling significantly short of TAN 18 requirements.

Northerly Access

The northerly shared access is approximately 5.3m wide providing visibility splays of approximately 2.4 x 9m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in the north westerly direction by the existing hedgerow fronting the adjoining field and the hedgerow / fence fronting the site itself in the south easterly direction.

This access is particularly poor in terms of visibility and I would suggest that the applicant liaises with the adjoining landowner to discuss potential improvements to this access (ie/ setting back, removal, lowering of existing hedgerow). The access is surfaced with hard bound materials.

Southerly Access

The southerly access is approximately 6.2m wide providing visibility splays of 2.4 x 30m to the south east and 2.4 x 19m to the north west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow located either side of the access.

The access is gated approximately 6.1m behind the adjoining carriageway and is unsurfaced / grassed. I would normally recommend that such an access is surfaced with hard bound materials (ie/ bituminous macadam) for at least 5m behind the adjoining highway.

Parking & Turning Provision

Northerly Access

There would appear to be sufficient parking and turning off this access for at least 3 cars.

Southerly Access

No formal parking and turning areas are currently laid out off this access.

I would normally therefore not support any proposed development that is likely to result in an increase in vehicle movements through either of these substandard accesses.

If the proposed development is viewed as ancillary to the house ie/ an annexe, then it is normally considered that such a development would not result in any significant increase in vehicle movements at the site. If this is the case, then I would raise no objections on highway grounds.

Assuming the proposed development will increase vehicle movements at the site then I would advise that the applicant looks to significantly improve visibility at the main northerly access and close up the sub-standard southerly access. I assume this will require agreement with the adjoining landowner. I would recommend that any improvements (including proposed shared parking and turning arrangements) are indicated on a suitably scaled layout plan.

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. [unclear]', written in a cursive style.

Chief Officer, Environment & Technical