

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0367 **Your Ref:** PF/P/2018/0367
Date: 10th May 2018

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: Demolition of existing house and shippon and erection of new 5 bedroom house and refurbishment of existing stable and barn building re-submission of planning permission code no. P/2015/0434).

I refer to your consultation dated 09/05/2018 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 existing / proposed access is 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 shippon. It would therefore be considered reasonable to support the proposed development. I **assume the proposed stables will be restricted to a personal use.**

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. The access would also benefit from being widened / splayed. **I would suggest that the applicant submits a revised layout plan indicating the suggested improvements.**

The existing access is approximately 3.8m wide with gates setback 5.7m behind the adjoining carriageway. The access is unsurfaced (grassed). I would normally recommend that such an access is surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary. Any gates should ideally be setback a minimum distance of 5m behind the highway boundary (if typically used by cars) or 10m if 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.

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 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

ZJ07 ACCESS SURFACE (5 metres)

043R 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 5 metres behind the adjoining highway.

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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.



Planning Control Manager