

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0582 **Your Ref:** SEH/P/2016/0582
Date: 12th August 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 527 Red Hall Plas Bostock, Commonwood, Holt, Wrexham.
Development: Conversion of Farm Building to 1 no. Single Storey Dwelling.

I refer to your consultation / email dated 11/08/2016 in respect of the above.

The proposed development site is located on Shepherds Road 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 along this section.

Assuming speeds of 40mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing access is adequate in the south easterly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 20m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

I understand that previous planning consents (ref: CB01560 & P/2008/0249) for the Conversion of Redundant Farm Buildings into Three Dwellings at the site included a condition to set the hedgerow back on the northern side of the access to provide a visibility splay of 2.4 x 120m measured to the nearside edge of the adjoining highway. This condition does not appear to have been implemented.

The submitted layout plan (Drg. No. 2016-11518) appears to indicate the removal of 25.5m of existing hedgerow on the northern side of the access with a new hedge being planted 1 metre behind the required visibility splay. However, it would appear that even with this proposed 25.5m length of hedge setback the required visibility splay would still be impeded by the existing hedgerow beyond this point. Adequate visibility could be achieved if the hedge beyond this point was either setback or lowered to a maximum height of 1m above the adjoining carriageway.

The proposed passing place indicated on the submitted layout plan is considered adequate.

There would appear to be space within the curtilage of the site to provide adequate parking and turning provision. However, the submitted plan (Drg. No. A-154-10) indicates 2 garage spaces. LPGN 16 no longer includes garages as contributing to parking provision. However, I assume there is sufficient space within the curtilage of the site to provide 2 no. alternative parking spaces.

I therefore have no objections to the proposed development and would recommend that any permission includes the following conditions :-

CONDITIONS

- ZJ15**
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 metres in both directions measured to the near side edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the near side edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- NONSTD**
026R **PASSING PLACE**
The proposed passing place shall be laid out in strict accordance with layout plan no. **2016-11518** prior to first use of the development site.
- ZJ23**
035R **(PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**
No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained. and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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

Peter Oatman

h Service Manager Environment