

MEMORANDUM



From: Infrastructure Manager

To: Head of Community Well-being
and Development

Our Ref: TH/DC/PP/2011/0731

Your Ref: SJG/P/2011/0731

Date: 17TH October 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 401 433 Cloy Hall Farm, Millbrook Lane, Bangor on Dee, Wrexham.

Development: Change of use of dwelling into 3 dwellings (in retrospect).

I refer to your consultation dated 07/10/2011 in respect of the above.

The proposed development site is located on Millbrook Lane which is rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

Any proposed /existing access would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There would appear to be 2 no. existing access points serving the development site. One access from the dairy yard on the north side of the house and a separate access and drive from the south leading to the new principal elevation of two of the application dwellings.

The existing northerly access is approximately 13m wide, hard paved and gated 4.2m behind the adjoining carriageway. Visibility from this existing shared access is inadequate in both directions providing splays of approximately 2.4 x 13m to the north and 2.4 x 12m to the south measured to the nearside edge of the adjoining highway. Visibility is impeded in the northerly direction by the existing boundary fence fronting the site. Visibility is impeded in the southerly direction by the existing boundary fence fronting the site and the boundary wall / shrubs fronting the existing farmhouse.

The existing southerly access is approximately 10.5m wide reducing to 3.1m wide approximately 5.1m behind the adjoining carriageway. The access is hard paved and gated at 5.1m behind the adjoining carriageway. The driveway beyond the gates is approximately 4.1m wide.

Visibility from the proposed / existing access in the southerly direction appears adequate providing a splay of approximately of 2.4 x 75m 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 10m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / boundary fence fronting the site.

It would appear that the southerly access is the access that will experience increased vehicle movements as a result of this development. I would normally recommend that such a shared access is at least 4.5m wide for the first 5m behind the adjoining highway with no gates being erected within 5m of the adjoining highway.

I would therefore not normally wish to support any proposed development that is likely to result in an increase in vehicle movements through this sub-standard access. It is considered that the proposed development will result in an increase in vehicle movements compared with current movements.

I would recommend that the applicant submits a suitably scaled layout plan demonstrating how the required splays could be achieved by setting back a section of the existing hedgerow / fence and suitable widening of the access.

Adequate parking and turning provision appears to be available within the curtilage of the development site.

I would normally therefore recommend that the application be **REFUSED** for the following reasons:-

1. **There is restricted visibility at the existing access onto Millbrook Lane and increased use would increase the likelihood of danger to road users.**
2. **The existing / proposed access is of inadequate width to serve as a means of access to additional residential development.**

However, if the existing southerly access could be improved as detailed above, then further consideration could be given to the proposed development.

Supplementary Notes

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



Infrastructure Manager