

MEMORANDUM



From: Infrastructure Manager

To: Head of Community Well-being
and Development

Our Ref: TH/DC/PP/2011/0729

Your Ref: SJG/P/2011/0729

Date: 14TH October 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 388 523 Cornish Hall, Wrexham Road, Holt, Wrexham.

Development: Change of use and conversion of vacant agricultural buildings for residential development (5 no. units).

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

The proposed development site is located off the A534 Wrexham Road which is a classified road subject to a 60mph speed limit.

Any proposed /existing access would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway.

Visibility from the proposed / existing access onto the classified road (A534) appears adequate in the north easterly direction providing a splay in excess of 2.4 x 215m measured to the nearside edge of the adjoining highway. However, visibility in the south westerly direction appears inadequate providing a splay of approximately 2.4 x 50m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

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 this hedgerow.

The existing access is approximately 3.6m wide to a point 5m behind the adjoining carriageway. Beyond this point, the access is typically 3.1m wide leading up to the development site. The existing access cannot currently accommodate the simultaneous passage of 2 no. vehicles.

I assume that the existing farmhouse will remain, 5 new additional dwellings constructed and some level of existing agricultural activity will be served off the proposed / existing access.

Assuming this to be the case, I would normally recommend that the existing access is widened to a minimum of 4.8m for a minimum distance of 10m behind the adjoining highway with no gates being erected within 10m of the highway boundary. I would recommend that the access is surfaced with hard bound materials for at least 10m behind the adjoining highway.

Given the restricted width of the driveway leading to the site, I would recommend that a suitable passing place (providing a minimum width of 4.8m) is provided along the access road.

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

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 a significant increase in vehicle movements compared with current farming activities.

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

1. **There is restricted visibility at the existing access onto the A534 Wrexham Road 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 further residential development.**

However, if the existing access onto the A534 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