

MEMORANDUM



From: Infrastructure and Planning Manager **To:** Head of Community Well-being and Development
Our Ref: TH/DC/PP/2011/0512 **Your Ref:** SJG/P/2011/0512
Date: 12TH September 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 372 458 Gerwyn Fechan, Royton, Bangor on Dee, Wrexham.

Development:

- 1. Change of use of dwelling into 2 dwellings and extensions to building / extension of curtilage.**
- 2. Change of use of farm buildings into office (use class B1).**
- 3. Change of use of farm buildings to scaffolding contractors and stone masons (use class B1 and sui generis).**

I refer to your consultation dated 06/09/2011 in respect of the above.

The proposed development site is located off the B5426 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 (B5426) is inadequate in both directions providing splays of approximately 2.4 x 70m to the east and 2.4 x 40m to the west measured to the nearside edge of the adjoining highway. Visibility is impeded from this access by the existing fence / hedgerow along this section .

The existing access onto the B5426 is approximately 20m wide reducing to 4.5m approximately 9m behind the adjoining highway. Beyond this point, the development site is served by a 3m wide track (approximately 500m in length) which would appear to have no suitable passing places. The first 3.7m of the access is surfaced with loose bound materials (chippings). I would normally recommend that a development of this nature be served by an access at least 5.5m wide for a minimum distance of 15m behind the adjoining highway with no gates being erected within 15m of the adjoining highway. The access should be surfaced with hard bound materials for at least 15m behind the adjoining highway.

I would recommend that the private access track leading to the site is provided with a number of passing places.

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.

There would also appear to be alternative means of access to the development site via Tanglewood Lane / Pentre Nant Lane which are both narrow, unclassified roads along which I would estimate typical vehicle speeds at being around 25mph. Tanglewood Lane is in particularly poor condition and would not benefit from any significant increase in vehicle movements (particularly HGVs).

Access to the site can be either via the Pentre Nant Lane / Kiln Lane junction to the west or via the Pentre Nant Lane / B5426 junction to the south west of the development site. Both junctions onto the 2 no. classified roads are inadequate and do not provide adequate visibility in either direction in accordance with TAN 18. Pentre Nant Lane itself is in relatively poor condition, is only typically 3m wide without appropriate passing places and suffers from poor forward visibility.

Public footpath no. 9 – Sesswick runs along the private access track leading off Tanglewood Lane.

I would therefore not support any proposed development that is likely to result in a significant increase in vehicle movements using Pentre Nant Lane or Tanglewood Lane.

Adequate parking and turning provision would appear to be achievable 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 the B5426 and increased use would increase the likelihood of danger to road users.**
2. **The traffic generated by the proposed development would result in an increase in the use of existing access(es) with consequent increase in danger to road users and pedestrians.**

However, if access via Tanglewood and Pentre Nant Lane could be restricted from the development site and access onto the B5426 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, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant:

Public Footpath No.9 - Sesswick passes through the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761



Infrastructure and Planning Manager