

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP//P/2021/0604 **Your Ref:** SEH/P/2021/0604
Date: 30th June 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 408 505 Lower Farm, Lower Farm Road, Bowling Bank, Wrexham.

Development: Conversion of agricultural building to dwelling.

I refer to your consultation / email dated 28/06/2021 in respect of the above.

Access

The development site is located on Lower Farm Road which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, a recently conducted speed survey commissioned by the applicant along this section determined 85th percentile speeds of 20.8mph for vehicles travelling in the easterly direction and 26.8mph for vehicles travelling in the westerly direction.

Based on these speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 26m in the westerly direction and 2.4 x 37m in the easterly direction measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

There would appear to be 2 no. existing accesses serving the farm (ie/ westerly & easterly access).

I understand that planning consent (ref: P/2019/0647) was previously granted at the site for the conversion of existing farm buildings to form 6 no. dwellings. I assume that the current application is simply a free standing application for the original proposed conversion ie/ Plot 6.

Westerly Access

I understand that this access was intended to be permanently closed up as part of the proposed development. It is not clear if this is still the case.

Easterly Access

I understand that the easterly access will remain and serve as a shared access for the existing 2 residential units in the original farmhouse, the current development / conversion and the remaining consented barn conversions. The previously submitted layout plan (Drg. No. 14) referred to 2 existing hay barns being re-located and used for hay storage and an area of land being used to keep horses for private use. It is not clear where these will be accessed from but assume it will be via the existing easterly access. It is therefore assumed that some agricultural activity will be continuing at the site.

The proposed / existing access is approximately 18m wide reducing to 4.1m wide at around 9.2m behind the adjoining carriageway. The existing access dimensions are considered adequate to serve the proposed barn conversions.

The existing access provides adequate visibility splays in excess of 2.4 x 43m in both directions measured to the centerline of the adjoining highway.

The exiting access is surfaced in loose bound materials. I would recommend that the proposed access is surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 10m of the adjoining highway.

Parking & Turning Provision

There would appear to be adequate parking & turning provision within the curtilage of the site.

Surface Water Drainage

The submitted Drainage Layout Plan (Drg. No. 7802/01) indicates surface water run-off from the site draining into the local watercourse. I assume that this arrangement would require ordinary watercourse consent from our Flood Management Section. **I would recommend that you seek advice from our Flood Management Section on this matter.**

I have no objections to the proposed development and recommend that any permission includes 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. -----.

ZJ18 VISIBILITY SPLAYS (CENTRELINE)

026R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 26 metres to the west and 2.4 metres x 37 metres to the east measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ08 ACCESS SURFACE (10 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 10 metres behind the adjoining highway.

ZJ09A NO GATES WITHIN 10 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer, Environment & Technical