

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/P/2020/0622	Your Ref:	MRJ/P/2020/0622
Date:	15 th December 2020		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 400 494 Cae Bryner Farm, Bowling Bank, Wrexham.
Development: Conversion of barn to form residential dwelling.

I refer to your consultation dated 14/10/2020 in respect of the above.

Access

The proposed development site is located on the B5130 Holt Road which is a rural, classified road subject to a 40mph.

Assuming typical vehicle 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 TAN18.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 70m in the northerly direction and 2.4 x 23m in the southerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerows either side of the access.

The existing access is approximately 5.8m wide and is surfaced with hard bound materials. The access is gated at approximately 5.1m behind the adjoining carriageway.

Traffic Generation

There existing site appears to comprise a working farm, single dwelling and a car repair / service business. I assume that the car repair / servicing business has the potential to generate a significant number of vehicle movements per day and such movements may also fluctuate. However, no details of the existing daily vehicle movements generated at the site have been provided.

Although I would not normally wish to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this sub-standard access (ie/ inadequate visibility), the additional movements generated by a single dwelling could be viewed as insignificant given the existing potential traffic generation at the site.

Parking and Turning Provision

Adequate parking and turning provision is available within the curtilage of the site.

Although I have no objections in principle to the proposed development I would recommend that the applicant considers carrying out improvements at the proposed access to address the sub-standard visibility at the existing / proposed access in the interests of highway safety. Visibility in the southerly direction could be maximized by lowering the existing hedgerow to a maximum height of 1m above the adjoining carriageway level. Visibility in the northerly direction could be improved by cutting back / setting back / lowering the existing hedgerow. It would then appear possible to provide the required 2.4 x 120m splay in this direction

I would recommend that the applicant provides a suitably scaled layout plan including any proposed access improvements demonstrating potential visibility splays that could be provided in both directions from the existing / proposed access.



Chief Officer, Environment & Technical