

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0093 **Your Ref:** MP/P/2020/0093
Date: 18th February 2019

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

Location: O. S Grid Ref: 433 395 Stryt Lyddan Farm, Tarts Hill, Hanmer, Wrexham.
Development: Change of use from dwelling house (Class Use C3) to residential accommodation for a maximum of 4 no. young people aged between 10 – 18+ (Class Use C2) together with 4 no. care workers and home manager.

I refer to your consultation dated 13/02/2020 in respect of the above.

The proposed development site is located on a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching the development site from the north and around 25mph for vehicles approaching from the south.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in the northerly direction and 2.4 x 33m in the southerly direction measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Given the narrow nature of the road, it is difficult for 2 vehicles to pass between the site and the main junction with the A539 to the north.

Existing Access (serving existing dwelling)

Visibility from the existing access is adequate in the southerly direction providing a splay in excess of 2.4 x 33m measured to the centerline of the adjoining highway. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 17m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing building along the site frontage.

The submitted layout plan does not demonstrate how the required visibility splays will be provide from the proposed access.

The existing access is currently 5m wide, hard paved with gates setback approximately 0.9m behind the adjoining carriageway.

I would normally therefore be unable to support any proposed development that is likely to result in an increase in vehicle movements through this substandard access.

Traffic Generation

I assume that the existing entrance primarily serves the existing farmhouse with limited vehicle movements. I assume that the main agricultural related movements would be via the farm access located further south on the bend.

I understand that the proposed development will accommodate a maximum of 4 no. young people aged between 10 – 18. The Design and Access Statement indicates that there is typically one carer per child but this can sometimes be 2 carers per child. I understand that there will also be a home manager present on site. This arrangement has the potential for between 5 and 9 staff to be present on site at any one time. I assume that this will increase when shift changeovers occur. I understand other visitors to the site include social workers, therapists and psychologists. The Design and Access Statement indicates that there is likely to be 6 vehicles on site at any one time unless there is a birthday party or meeting. However, it is not clear where any additional vehicles will park if this occurs.

It is considered that the proposed development has the potential to significantly increase vehicle movements at the site compared with the existing farmhouse and increased parking demand.

Parking and Turning Provision (Drg. No. P-01 Rev A)

The proposed development will need to provide adequate parking and turning provision within the curtilage of the site in accordance with LPGN 16 requirements.

The Design and Access Statement indicates that there is likely to be 6 vehicles on site at any one time unless there is a birthday party or meeting. It is not clear where any additional vehicles will park if this occurs.

The submitted layout plan indicates 6 proposed spaces within the existing yard including the retention of the existing timber garage. Each parallel space alongside the brick building would need to be a minimum of 6m long x 2m wide. However, there only appears to be sufficient room for 2 spaces in this location. The retention of the existing timber garage is likely to hinder turning on site resulting in vehicles reversing out onto the adjoining highway. The provision of 5 spaces would be considered inadequate to serve the proposed development.

The proposed development would appear to have the potential for 9 or more staff / visitors to be on site at any one time. It is not clear from the submitted information how such numbers / cars would be accommodated without parking on the adjoining highway.

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

- 1. There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**
- 2. The proposed development does not make adequate provision for the parking and turning of vehicles clear of the public highway.**

petersonswate

MS

Chief Officer, Environment & Technical