

# MEMORANDUM

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**From:** Chief Officer, Environment & Technical      **To:** Chief Officer Planning & Regulatory  
**Our Ref:** ET/DC/P/2019/0046      **Your Ref:** SW/P/2019/0048  
**Date:** 16<sup>th</sup> January 2020

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## **Town and Country Planning Act 1990**

### **Section 78 Appeal – Lodge Farm, Commonwood, Holt, Wrexham.**

I refer to your consultation / email dated 15/01/2020 in respect of the above and comment as follows:-

#### **CHANGE OF USE OF LAND TO USE FOR CLAY PIGEON RANGE IN ASSOCIATION WITH FIELD AND FALCON GUN SHOP (Planning Ref: P2019/0046)**

It is noted that the planning decision notice does not include any highway reason for refusal. I am satisfied with my previous responses made to this application (copies attached) and wish to inform you that I have no further comments to add.

#### **CHANGE OF USE OF LAND FROM AGRICULTURE TO A MIXED USE FOR AGRICULTURE AND PRACTICE RIFLE FIRING RANGE IN ASSOCIATION WITH FIELD AND FALCON GUN SHOP (Planning Ref: P/2018/0776)**

### **Highways Statement**

#### **Access**

Since the application was submitted, the applicant has carried out modifications to the hedgerow / boundary treatment fronting Smithy Lodge in order to improve visibility from the main access serving Lodge Farm. Highway Officers visited the site on 20/11/2019 to measure / re-assess the available visibility from the main access. Visibility splays measured during the time of the visit were as follows:-

2.4 x 120m measured to the nearside wheel track.

2.4 x 135m measured to a position 1m in from white line.

2.4 x 170m measured to the centerline of the carriageway.

All of the above splays cut across 3<sup>rd</sup> party land (Smithy Lodge). It is not clear as to whether the applicant has control or any agreement with the property owner of Smithy Lodge in order to carry out these alterations and for such modifications to be retained in perpetuity. If the applicant does not have control of this land then it would be normal practice to require a s.106 agreement to ensure that the required splays can be provided in perpetuity. This point needs to be clarified.

The recently conducted speed surveys carried out by the applicant determined an 85<sup>th</sup> percentile speed of 53.3mph for vehicles travelling west bound. Based on this speed, TAN 18 would normally require a splay of 2.4 x 162m in the easterly direction measured to the nearside edge of adjoining highway.

The submitted Statement of Case states that visibility requirements included in Manual for Streets are applicable to this site.

However, Manual for Streets (MFS) includes the following:-

*para 1.3.6*

*"It is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended, Where speeds are lower, MFS parameters are recommended".*

*para 1.3.7*

*"Similarly, in rural areas many parts of the highway network are subject to the national speed limit but have traffic speeds significantly below 60mph. Again in these situations where speeds are lower than 40mph, MFS SSD parameters are recommended".*

The recent speed survey carried out by the applicant determined wet weather 85<sup>th</sup> percentile speeds of 53.3mph for vehicles travelling westbound and 59.3mph for vehicles travelling eastbound which are relatively close to the prevailing speed limit. It is clear from the speed survey that the prevailing speeds are significantly greater than 40mph and DMRB standards should be adopted.

Measurement of the "y" distance is generally accepted at best to the nearside wheel track unless there is some physical reason why vehicles are prevented from overtaking in the relevant direction. Currently subject to having control of the required land, the applicant has only provided a splay of 2.4 x 120m in the easterly direction measured to the nearside wheel track compared with the required splay of 2.4 x 162m which represents a 26% shortfall compared with DMRB requirements.

#### Appellant's Statement of Case – Appendix 1 (Photographs)

The main access serving the development site onto Borrass Road is approximately 22m wide and is paved with hard bound materials.

The submitted photographs included in appendix 1 appear to show a spotting scope located on a steel drum a short distance off the classified road located very close to the western edge of the access. It is unclear as to why this position has been chosen to take photographs in the easterly direction. Visibility "x" distances are typically required to be measured at a point 2.4m back from the carriageway edge at a central point along the main access.

## Conclusion

Given the accumulative developments that have occurred at Lodge Farm over recent years utilizing this access which would generate additional daily vehicle movements, it would seem reasonable to expect appropriate visibility splays to be provided meeting DMRB standards in the interests of highway safety.

*Peter Dootswarte*

*PD* Chief Officer, Environment & Technical

## Note:

### Proposed wording of Planning Conditions

Should the appeal be allowed, I would recommend the following conditions:-

#### **ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x @@@ metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

*Appropriate splays to be determined by Planning Inspector.*

#### **ZJ23 (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**

035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained, and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

# MEMORANDUM



**From:** Planning Control Manager

**To:** Chief Officer Planning & Regulatory

**FAO:** Sharon Holman

**Our Ref:** PR/DC/P/2019/0046

**Your Ref:** P/2019/0046

**Date:** 14<sup>th</sup> May 2019

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## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 382 542 Lodge Farm, Commonwood, Holt, Wrexham.

**Development:** Change Of Use of Land from Agricultural to Use for Clay Pigeon Range in Association with Field and Falcon Gun Shop and Gunsmiths (in retrospect).

I refer to your consultation / email dated 09/05/2019 including Access Statement dated 22/03/2019 in respect of the above:-

### **Access**

The proposed development site is accessed off Borrass Road which is a classified road subject to a 60mph speed limit. The main access serving the development site is approximately 22m wide and is paved with hard bound materials.

Any proposed / existing access in this location 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 in accordance with TAN 18.

Visibility from the existing access appears adequate in the westerly direction (assuming that the applicant has control of the land over which the splay crosses). Visibility in this direction is reliant on the regular maintenance of the boundary hedge along this section. However, visibility in the easterly direction is inadequate currently providing a splay of approximately 2.4 x 90m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary hedge / wall / pillars fronting Smithy Lodge and the hedgerow fronting the field to the east of Smithy Lodge.

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. The proposed development has the potential to increase vehicle movements through the existing access.

I understand that the applicant previously had control of the property / land over which the required splay would need to cross in the easterly direction and was able to provide the required splay in this direction.

The provision of these splays was conditioned as part of previous planning consents ref: P/2012/0017 (condition no. 15) and P/2014/0244 (condition 3) at the development site.

## Access Statement

The applicant has carried out a speed survey which determined wet weather 85<sup>th</sup> percentile speeds of 53.3mph for vehicles travelling westbound and 59.3mph vehicles travelling eastbound.

The applicant has derived stopping sight distances from these speeds based on both Manual for Streets and TAN 18. Manual for Streets is only considered applicable where speeds are less than 40mph. It is therefore not considered appropriate to use Manual for Streets in this instance.

Based on TAN 18 requirements, the proposed access would be require to provide the following splays:-

- 2.4 x 199m in the westerly direction (accepted to the nearside wheel track)
- 2.4 x 162m in the easterly direction (accepted to the nearside wheel track)

It would appear possible to provide the required visibility from the existing access in the westerly direction. However, the applicant has stated that it is only possible to provide a visibility splay of 2.4 x 110m (measured to the nearside wheel track) in the easterly direction. When visiting the site on 10/05/2019, visibility in the easterly direction only appeared to be around 2.4 x 90m measured to the nearside wheel track which is significant less the TAN 18 requirements.

I assume that the applicant no longer has control of the property / land over which the required splay would need to cross in the easterly direction and is unable to provide the required splay in this direction.

## Parking and Turning Provision

There would appear to be adequate parking and turning provision at the site for the existing Field and Falcon Shop and for the proposed Practice Firing Range (planning ref: P/2018/0776) and Clay Pigeon Range.

It would therefore be difficult to support this application given that the required visibility splay in the easterly direction is significantly lower than TAN 18 requirements and the required splay has not been provided for the previous applications.

## 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.20 - Holt runs from south east to north west along the access road leading to the development site and should not be interfered with. I would recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.



 Planning Control Manager

# MEMORANDUM



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**From:** Planning Control Manager                      **To:** Head of Environment and Planning  
**FAO:** Sharon Holman  
**Our Ref:** EP/DC/P/2019/0046                      **Your Ref:** P/2019/0046  
**Date:** 18<sup>th</sup> February 2019

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

**Location:** O. S Grid Ref: 382 542 Lodge Farm, Commonwood, Holt, Wrexham.  
**Development:** Change Of Use of Land from Agricultural to Use for Clay Pigeon Range in Association with Field and Falcon Gun Shop and Gunsmiths (in retrospect).

I refer to your consultation dated 24/01/2019 in respect of the above:-

## **Access**

The proposed development site is accessed off Borrass Road which is a classified road subject to a 60mph speed limit. The main access serving the development site is approximately 22m wide and is paved with hard bound materials.

Any proposed / existing access in this location 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 in accordance with TAN 18.

Visibility from the existing access appears adequate in the westerly direction (assuming that the applicant has control of the land over which the splay crosses). Visibility in this direction is reliant on the regular maintenance of the boundary hedge along this section. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 100m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary hedge / wall / pillars fronting Smithy Lodge and the hedgerow fronting the field to the east of Smithy Lodge.

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. The proposed development has the potential to increase vehicle movements through the existing access.

I understand that the applicant has control of the property / land over which the required splay would need to cross in the easterly direction and is able to provide the required splay in this direction.

The provision of these splays was conditioned as part of previous planning consents ref: P/2012/0017 (condition no. 15) and P/2014/0244 (condition 3) at the development site.

*I would recommend that the applicant provides a suitably scaled plan indicating how it is proposed to provide the required visibility splays in both directions from the main access.*

### **Parking and Turning Provision**

There would appear to be adequate parking and turning provision at the site for the existing Field and Falcon Shop and for the proposed Practice Firing Range (planning ref: P/2018/0776) and Clay Pigeon Range.

Providing the above detail in respect of visibility can be provided, I would have no objections to the proposed development and recommend that any permission be subject to the following condition:-

### **CONDITION**

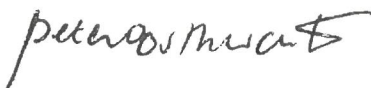
**ZJ15**      **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**  
**038R**      Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 215 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

### **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.20 - Holt runs from south east to north west along the access road leading to the development site and should not be interfered with. I would recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.



Planning Control Manager



# MEMORANDUM



**From:** Planning Control Manager

**To:** Chief Officer Planning & Regulatory

**FAO:** Sharon Holman

**Our Ref:** PR/DC/P/2018/0776

**Your Ref:** P/2018/0776

**Date:** 14<sup>th</sup> May 2019

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## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 382 542 Lodge Farm, off Borrass Road, Commonwood, Wrexham.

**Development:** Change Of Use of Land from Agricultural to a Mixed Use for Agricultural and Practice Firing Range in Association with Field and Falcon Gun Shop and Gunsmiths.

I refer to your consultation / email dated 09/05/2019 including Access Statement dated 22/03/2019 in respect of the above:-

### **Access**

The proposed development site is accessed off Borrass Road which is a classified road subject to a 60mph speed limit. The main access serving the development site is approximately 22m wide and is paved with hard bound materials.

Any proposed / existing access in this location 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 in accordance with TAN 18.

Visibility from the existing access appears adequate in the westerly direction (assuming that the applicant has control of the land over which the splay crosses). Visibility in this direction is reliant on the regular maintenance of the boundary hedge along this section. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 100m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary hedge / wall / pillars fronting Smithy Lodge and the hedgerow fronting the field to the east of Smithy Lodge.

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. The proposed development has the potential to increase vehicle movements through the existing access.

I understand that the applicant has control of the property / land over which the required splay would need to cross in the easterly direction and is able to provide the required splay in this direction.

The provision of these splays was conditioned as part of previous planning consents ref: P/2012/0017 (condition no. 15) and P/2014/0244 (condition 3) at the development site.

## **Access Statement**

The applicant has carried out a speed survey which determined wet weather 85<sup>th</sup> percentile speeds of 53.3mph for vehicles travelling westbound and 59.3mph vehicles travelling eastbound.

The applicant has derived stopping sight distances from these speeds based on both Manual for Streets and TAN 18. Manual for Streets is only considered applicable where speeds are less than 40mph. It is therefore not considered appropriate to use Manual for Streets in this instance.

Based on TAN 18 requirements, the proposed access would be require to provide the following splays:-

- 2.4 x 199m in the westerly direction (accepted to the nearside wheel track)
- 2.4 x 162m in the easterly direction (accepted to the nearside wheel track)

It would appear possible to provide the required visibility from the existing access in the westerly direction. However, the applicant has stated that it is only possible to provide a visibility splay of 2.4 x 110m (measured to the nearside wheel track) in the easterly direction. When visiting the site on 10/05/2019, visibility in the easterly direction only appeared to be around 2.4 x 90m measured to the nearside wheel track which is significant less the TAN 18 requirements.

I assume that the applicant no longer has control of the property / land over which the required splay would need to cross in the easterly direction and is unable to provide the required splay in this direction.

## **Parking and Turning Provision**

There would appear to be adequate parking and turning provision at the site for the existing Field and Falcon Shop and for the proposed Practice Firing Range.

It would therefore be difficult to support this application given that the required visibility splay in the easterly direction is significantly lower than TAN 18 requirements and the required splay has not been provided for the previous applications.

## **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.20 - Holt runs from south east to north west along the access road leading to the development site and should not be interfered with. I would recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

*Peter Doonan*

*hm* Planning Control Manager

# MEMORANDUM



**From:** Planning Control Manager

**To:** Head of Environment and Planning

**FAO:** Sharon Holman

**Our Ref:** EP/DC/PP/2018/0776

**Your Ref:** P/2018/0776

**Date:** 17<sup>th</sup> October 2018

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## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 382 542 Lodge Farm, off Borrass Road, Commonwood, Wrexham.

**Development:** Change Of Use of Land from Agricultural to a Mixed Use for Agricultural and Practice Firing Range in Association with Field and Falcon Gun Shop and Gunsmiths.

I refer to your consultation dated 17/09/2018 in respect of the above:-

### **Access**

The proposed development site is accessed off Borrass Road which is a classified road subject to a 60mph speed limit. The main access serving the development site is approximately 22m wide and is paved with hard bound materials.

Any proposed / existing access in this location 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 in accordance with TAN 18.

Visibility from the existing access appears adequate in the westerly direction (assuming that the applicant has control of the land over which the splay crosses). Visibility in this direction is reliant on the regular maintenance of the boundary hedge along this section. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 100m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary hedge / wall / pillars fronting Smithy Lodge and the hedgerow fronting the field to the east of Smithy Lodge.

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. The proposed development has the potential to increase vehicle movements through the existing access.

I understand that the applicant has control of the property / land over which the required splay would need to cross in the easterly direction and is able to provide the required splay in this direction.

The provision of these splays was conditioned as part of previous planning consents ref: P/2012/0017 (condition no. 15) and P/2014/0244 (condition 3) at the development site.

*I would recommend that the applicant provides a suitably scaled plan indicating how it is proposed to provide the required visibility splays in both directions from the main access.*

### **Parking and Turning Provision**

There would appear to be adequate parking and turning provision at the site for the existing Field and Falcon Shop and for the proposed Practice Firing Range.

Providing the above detail in respect of visibility can be provided, I would have no objections to the proposed development and recommend that any permission be subject to the following condition:-

### **CONDITION**

**ZJ15**  
038R

#### **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 215 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

### **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.20 - Holt runs from south east to north west along the access road leading to the development site and should not be interfered with. I would recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

*Peter Hanratty*

*an* Planning Control Manager