

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0896 **Your Ref:** MRJ/P/2019/0896
Date: 31st January 2020

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

Location: O. S Grid Ref: 465 430 The Barn House, The Lane, Willington, Wrexham.
Development: Application For Removal Of Condition 8 Imposed Under Planning Permission CB02503 To Allow The Annexe Extension To Be Used By Non- Family Members.

I refer to your consultation dated 30/01/2020 in respect of the above.

Access

The proposed development site is located on The Lane which is a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Based on speeds of 25mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing access appears adequate in the south easterly direction providing a splay in excess of 2.4 x 43m measured to the centerline of the adjoining highway. However, visibility in the north westerly direction appears inadequate providing a splay of approximately 2.4 x 25m measured to the centerline of the adjoining highway. Visibility is currently impeded in this direction by the existing brick pillar and hedgerow fronting the property.

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. The proposed development is considered likely to result in a an increase in vehicle movements utilizing this access. However, there would appear to be scope to carry out improvements to the existing access which could provide the required visibility in the north westerly direction.

The existing access is 5.9m wide and is gated approximately 1.9m behind the adjoining carriageway. The access is paved with loose bound materials. I would normally recommend a shared access of this nature to provide the following:-

- Minimum width of 4.8m
- Any gates setback a minimum distance of 5m behind the adjoining highway or preferably no gates at all.
- Access surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.
- An Aco drain or similar installed across the access to prevent private surface water run-off from flowing onto the adjoining highway.

I would recommend that the applicant submits a revised layout plan indicating improvements to the existing access highlighted above including visibility.

Parking & Turning Provision

It is not clear from the submitted information as to the size of the existing dwelling ie/ number of bedrooms. I understand that the existing annex has one bedroom. **Could you please ask the applicant to provide this information.**

Although there may be adequate parking and turning provision for the 2 separate properties, this has not been demonstrated on a suitably scaled layout plan. The applicant may wish to refer to LPGN 16 – Parking Standards and LPGN 21 – Space around Dwellings for guidance. I would recommend that parking provision is provided in line with maximum LPGN 16 requirements given the remote nature of the site. **I would recommend that the applicant submits a revised layout plan indicating how adequate parking and turning provision will be provided within the curtilage of the site.**

If the above issues can be addressed, then I would have no objections in principle to the proposed development. **I await the requested information.**

Supplementary Notes

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

Peter Overman

W Chief Officer, Environment & Technical