

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0873 **Your Ref:** SG/P/2019/0873
Date: 6th December 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 495 408 Ryecroft, The Chequer, Bronington, Wrexham.

Development: Partial demolition of two-storey rear gable, single storey kitchen and associated single storey store rooms to facilitate a new two storey rear extension, demolition of existing garage and brick wc block and erection of replacement smaller garage and store / workshop building and new access.

I refer to your consultation dated 03/12/2019 including Layout Plan (Drg. No. SP(90)04 Dated Nov 2019) in respect of the above.

Access

The development site is located on the A525 Whitchurch Road which is a rural, classified road subject to a 40mph speed limit.

Any proposed / existing accesses along this section would normally require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in the easterly direction and measured to the centerline of the carriageway in the westerly direction. Visibility can be measured to the centerline of the carriageway in the westerly direction given the double solid white lines in place along this section.

It would appear that the existing access is to be retained to serve the existing dwelling including garage and workshop. The proposed access at the western end of the site would appear to be intended for access to agricultural land alongside and to the rear of the existing dwelling.

Existing Access

The existing access at the eastern end of the site is approximately 3.8m wide and is surfaced with loose bound materials

This access obviously serves the existing dwelling. However, it is not clear as to whether this access served as a shared access for any previous agricultural use. I would recommend that the applicant clarifies this detail (ie/ the nature of any previous / proposed - agricultural activity / daily vehicle movements / when this activity previously occurred).

Visibility from the existing access is currently inadequate providing splays of approximately 2.4 x 18m in both directions measured to the nearside edge of the adjoining highway. Visibility is currently impeded in both direction by the existing hedgerow either side of the access. Providing the required visibility splays would also appear to rely on cutting across 3rd party land.

The submitted layout plan does indicate the proposed visibility splays from the access. I would recommend that the applicant provides this detail on a revised layout plan.

Proposed Access

The submitted layout plan indicates a 3m wide access at the western end of the site proposed to provide access to agricultural land. There would appear to be an existing BT control box in this location which may need to be re-located.

If supported, such an access would normally require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in the easterly direction and measured to the centerline of the carriageway in the westerly direction.

The submitted layout plan does not indicate the proposed visibility splays from the access. I would recommend that the applicant provides this detail on a revised layout plan. However, it may not be possible to provide the required visibility splays from this location given the geometry of the road and limited site frontage.

It is not clear as to what previous agricultural use occurred at the site. I would recommend that the applicant clarifies this detail (ie/ the nature of any previous / proposed - agricultural activity / daily vehicle movements / when this activity previously occurred). Details of the maximum size / length of vehicle likely to use this access will need to be provided eg/ tractor plus trailer.

Traffic Generation

As indicated above, it is not clear as to what previous agricultural use occurred at the site. I would recommend that the applicant clarifies this detail (ie/ the nature of any previous / proposed - agricultural activity / daily vehicle movements / when this activity previously occurred).

I would not normally be able to support an additional access point in this location particularly if the required visibility splays cannot be provided. I would not be able to support any proposed development that is likely to result in any increase in vehicle movements at the site.

Any proposed store / workshop would need to be limited to domestic use (ie/ not commercial).

I would suggest that the applicant considers closing up the existing substandard access (including reinstatement to verge) and providing an improved access centrally located along the site frontage maximizing visibility in both directions. I would suggest that details of such an access are provided on a revised layout plan.

Parking and Turning Provision

Adequate parking and turning provision would need to be provided for both the extended dwelling and any potential agricultural use.

The submitted layout plan appears to indicate adequate parking and turning provision for the dwelling. However, no parking and turning provision details have been indicated for the agricultural use. I would recommend that the applicant provides this detail.

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 Dos Anwaite

M Chief Officer, Environment & Technical