

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: PR/DC/P/2019/0647 **Your Ref:** PF/P/2019/0647
Date: 11th September 2019

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

Location: O. S Grid Ref: 408 505 Lower Farm, Lower Farm Road, Bowling Bank, Wrexham.
Development: Conversion of farm buildings to form 6 no. dwellings and erection of associated car ports / garages. Re-location of 2 no. modern framed farm buildings within the site for use as hay storage and change of use of land to allow for the grazing of horses for private use.

I refer to your consultation / email dated 29/08/2019 in respect of the above.

Access

The development site is located on Lower Farm Road which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, a recently conducted speed survey commissioned by the applicant along this section determined 85th percentile speeds of 20.8mph for vehicles travelling in the easterly direction and 26.8mph for vehicles travelling in the westerly direction.

Based on these speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 26m in the westerly direction and 2.4 x 37m in the easterly direction measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

There would appear to be 2 no. existing accesses serving the farm (ie/ westerly & easterly access).

Westerly Access

I understand that this access will be permanently closed up as part of the proposed development.

Easterly Access

I understand that the easterly access will remain and serve as a shared access for the existing 2 residential units in the original farmhouse and the proposed 6 barn conversions. The submitted layout plan (Drg. No. 14) refers to 2 existing haybarns being re-located and used for hay storage and an area of land being used to keep horses for private use. It is not clear where these will be accessed from but assume it will be via the existing easterly access. It is therefore assumed that some agricultural activity will be continuing at the site.

The proposed / existing access is approximately 18m wide reducing to 4.1m wide at around 9.2m behind the adjoining carriageway. The existing access dimensions are considered adequate to serve the proposed barn conversions.

The existing access provides adequate visibility splays in excess of 2.4 x 43m in both directions measured to the centerline of the adjoining highway.

The exiting access is surfaced in loose bound materials. I would recommend that the proposed access is surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 10m of the adjoining highway.

Traffic Movements

The applicant has commissioned traffic surveys along the lanes leading to the site off the B5130. The recorded average daily traffic flows along these lanes are relatively low and the anticipated additional daily vehicle movements from the proposed barn conversions are not considered likely to have any significant detrimental impact on the local highway network. However, given the narrow nature of the lane leading to the site ie/ Lower Farm Road, I would suggest that a couple of passing places would be of benefit to assist in any conflict between passing vehicles. This will happen from time to time and would avoid the need for vehicles to pull into private driveways or damage the highway verge on route to the site.

Pedestrian Access

The site is in a relatively remote, rural location and is a significant distance from any local facilities and public transport stops. The only public facility available locally would appear to be St. Paul's Primary School. The school is still a significant distance away from the development site. There are no footways leading back to the B5130 and it is likely that most trips will be via the car.

The proposed development site would therefore not appear to meet the requirements of the settlement policies (3.4 & 3.6) detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops. The proposed development site may be considered to be in an unsustainable location which does not support the opportunity for residents to walk safely to local facilities and public transport stops.

Layout (Drg. No. 14)

In terms of the proposed layout plan, I comment as follows:-

- There would appear to be ample parking and turning provision for the existing accommodation and proposed barn conversions at the site.
- I would recommend that no gates are erected within 10m of the adjoining highway.

Waste Disposal / Recycling / Deliveries

The submitted layout plan does not indicate how bins will be emptied (ie/ communal refuse collection point). Manual for Streets recommends that refuse wagons should not reverse more than 12m.

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

In conclusion, the proposed development site would not appear to meet the requirements of the settlement policies (3.4 & 3.6) detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops. It may therefore be considered that the proposed development site is in an unsustainable location which does not support the opportunity for residents to walk safely to local facilities and public transport stops.

However, if the application is to be supported, I would recommend that any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

ZJ18 VISIBILITY SPLAYS (CENTRELINE)

026R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 26 metres to the west and 2.4 metres x 37 metres to the east measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ08 ACCESS SURFACE (10 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

ZJ09A NO GATES WITHIN 10 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

ZJ01 EXISTING ACCESS TO BE CLOSED

026R The existing access as shown on the approved plan no. @@@ shall be permanently closed up prior to first use of any part of the development in accordance with a specification of works which has been submitted to and approved in writing by the Local Planning Authority.
E03N

Supplementary Notes

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


Chief Officer, Environment & Technical