

MEMORANDUM



From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/P/2019/0079	Your Ref:	MRJ/P/2019/0079
Date:	26 th February 2019		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 398 487 Diamond House Farm, Bowling Bank, Wrexham.

Development: Erection of Portal Frame Hay Barn.

I refer to your consultation dated 06/02/2019 in respect of the above.

The proposed development site is located on the B5130 Holt Road which is a rural, classified road subject to a 40mph speed limit.

Assuming typical speeds of 40mph, TAN 18 would normally require any proposed access to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

The farm appears to have 3 no. existing access points ie/ southerly domestic access which serves the existing farmhouse, central and northerly accesses which are both used for agricultural activities. I assume that the northerly access is the main access relevant to this application.

Northerly access

This access is 7.2m wide and is gated 2.6m behind the adjoining carriageway. The access is paved with loose bound materials. Ideally any gates should be setback at least 10m behind the adjoining carriageway as I understand tractors / trailers utilize this access. I would normally recommend that the access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. However, this is an existing access and vehicle movements are unlikely to increase as a result of the proposed development.

Visibility from the existing access is adequate in the northerly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 93m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow, trees and brick pillars fronting the development site. I would suggest that the applicant considers improvements to this access in terms of visibility and surfacing with hard bound materials.

However, it is considered that vehicle movements are unlikely to increase through the existing access as a result of the proposed development. On this basis, I therefore have no objections to the proposed development on highway grounds.

Supplementary Notes

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

peter Douthwaite

W Planning Control Manager