

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning

Our Ref: EP/DC/PP/2017/0709 **Your Ref:** MR/P/2017/0709

Date: 24th August 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 429 423 Charity Farm, Halghton Lane, Bangor on Dee, Wrexham.

Development: Conversion of barns to 2 no. dwellings, alterations to existing barn conversion and erection of car port.

I refer to your consultation dated 23/08/2017 including layout plan (Drg. No. A043/004 Rev B) in respect of the above.

The proposed development site is located on Halghton Lane which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the north west and 40mph for vehicles approaching from the south east given the geometry of the road.

Access

Assuming typical speeds of 30mph for vehicles travelling in the south easterly direction, any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 56m in the north westerly direction measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the road given the restricted carriageway width in this direction.

Assuming typical speeds of 40mph for vehicles travelling in the north westerly direction, any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 120m in the south easterly direction measured to the nearside edge the adjoining highway in accordance with TAN 18.

Visibility from the existing / proposed access appears achievable in the north westerly direction providing a splay in excess of 2.4 x 56m measured to the centerline of the adjoining highway.

However, the proposed parking space indicated nearest to the access may have to re-located if it impedes visibility in this direction.

Visibility in the south easterly direction is currently inadequate providing a splay of approximately 2.4 x 33m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing gate, gatepost, boundary fence and hedgerow.

I would normally therefore not wish to support any proposed development that is likely to result in any significant increase in vehicle movements through this sub-standard access. In order to provide adequate visibility in the south easterly direction, the applicant would need to lower all obstructions to visibility to a maximum height of 1.0m above the adjoining highway.

The submitted layout plan does not demonstrate how adequate visibility splays are to be provided from the proposed access points. I would recommend that the applicant indicates the full extent of the required splays from these access points on a revised layout plan indicating the lowering / removal of the existing gate, fence, hedgerows, trees / shrubs along the site frontage.

The existing access is 4.5m wide which is considered adequate to accommodate the proposed development site. The existing access is gated approximately 900mm behind the adjoining highway. I would recommend that no gates are erected at the access.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

I assume that any existing farming activities will cease through this existing access.

Parking & Turning Provision

Parking and turning provision at the site will need to comply with the requirements of LPGN 16. I would recommend that maximum parking provision is provided given the relatively remote location of the site. All parking spaces for each dwelling will need to be able to access the site independently.

I understand that the existing farmhouse is 3 bedroomed , existing barn conversion is 1 bedroomed and both proposed barn conversions are 2 bedroomed. This would equate to the maximum requirement of 9 spaces. The submitted layout plan only appears to indicate 8 no. proposed spaces. The parking space nearest to the access may have to be re-located if it interferes with the required visibility splay.

The area indicated between the Shippon and Barn 2 shall be retained as a turning area for The Shippon. There would appear to be scope to the rear of the development site to provide adequate parking for the existing farmhouse.

Could you please ask the applicant to indicate the provision of 9 no. spaces including adequate turning provision on a revised layout plan.

In principle, I have no objections to the proposed development on highway grounds. However, I would recommend that the applicant addresses the issues raised.

Supplementary Notes

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

Peter Outhwaite