

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0871 **Your Ref:** MP/P/2017/0871
Date: 24th October 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 371 472 Chetwynd Grove, Bangor Road, Marchwiell, Wrexham.

Development: Conversion of disused farm buildings into 2 residential units together with access and parking arrangements.

I refer to your consultation dated 19/10/2016 in respect of the above.

Access

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

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Chetwyn Grove itself is served off an access at the eastern end of the site frontage. It is proposed to serve the converted farm buildings (2 no. dwellings) off an existing access at the western end of the site frontage subject to improvements.

I assume that any agricultural activity will cease at the development site and a suitable condition included to prevent such use.

The existing westerly access suffers with inadequate visibility providing splays of approximately 2.4 x 22m in both directions measured to the nearside edge of the adjoining. Visibility is currently impeded by the existing trees / hedgerow either side of the access. However, the applicant appears to own a significant length of the site frontage and may possibly be able to provide the required visibility splays from either an improved access or re-located access subject to removal / setting back of trees / hedgerow. However, the hedgerow fronting the adjoining site (3rd party land) in the westerly direction may ultimately impede visibility in this direction from the existing access point.

I would recommend that the applicant arranges for a topographical survey to be carried out and submits a suitably scaled layout plan indicating how the required splays will be provided. Such a plan will need to include the full extent of the required visibility splays including details of any trees, hedgerows and boundary treatments. **I await the requested information.**

The existing westerly access is approximately 6m wide reducing to 3m wide at 5m behind the adjoining carriageway. I would recommend that any proposed shared access is a minimum width of 4.8m and ideally splayed. Such an access would need to be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. Ideally, no gates should be erected at the access.

The existing access track leading to the proposed development site is approximately 2.3m wide and would benefit from a passing place.

I would recommend that the above access detail and passing place is indicated on a revised layout plan.

Parking and Turning Provision

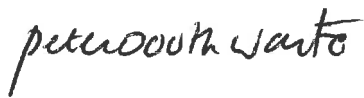
There would appear to be adequate space for parking provision within the curtilage of the site.

There would appear to be adequate communal turning facilities for medium sized delivery vehicles within the site shared by both existing dwellings.

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.



 Service Manager Environment