

DESIGN & ACCESS STATEMENT

In respect of

Proposed New Access to The A525

At

Upper Pickhill Farm
Portwgan Lane
Marchwiel
Wrexham
LL13 0TP

On behalf of

A, O & H Owen

Prepared By

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SY11 4ER

INTRODUCTION

This supporting statement accompanies our clients' application for planning permission to construct a new access to the A525 at the above location. This statement is required by Section 42 of the Planning and Compulsory Purchase Act 2004. The purpose of the document is to assess the application site in terms of physical, social, economic and planning factors. The application relates to Condition 12 of P/2006/0826 and should be considered in association with that approval.

The applicant has identified a more suitable location for the new access for the following reasons:

- i) Improved visibility
- ii) Reduced road-building and associated loss of agricultural land
- iii) Reduced impact upon applicants farming business and environmental stewardship ground

ACCESSABILITY

The proposed new access will meet the A525 approximately 100 metres south-east of the existing access junction. At this point a section of native hedgerow would be removed. The new track junction would require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. Forward visibility splays are provided around the bend where the new section of carriageway meets the existing section of Porthwgan Land and at the junction onto the A525. Additionally forward visibility is demonstrated for vehicles travelling from the North West along the A525 to standing vehicles waiting to turn right into the new junction, being a forward visibility splay providing a stopping sight distance of 120m.

Traffic movement numbers remain unaltered.

ENVIRONMENTAL SUSTAINABILITY

Our client is concerned about the previously proposed and permitted new access. Our client has also expressed concerns that they have a better/more suitable access point which contributes to environmental sustainability, because the previously proposed route dissects the environmental stewardship ground.

The newly proposed route for the access does not dissect this environmental stewardship ground, and as such is beneficial to environmental sustainability. The length of hard surface to be installed has been reduced by 50%, and so is less environmentally straining than the previously permitted route.

The Environment Agency flood map confirms the site is not within the EA indicative flood plain.

DRAINAGE

The existing section of highway currently drains into the stream, which is then culverted under the A525 and discharges into the River Dee to the East. It is proposed the new section of the highway is drained in the same manner, meaning that the outfall will be under statutory control.

CHARACTER

The new access will be constructed in accordance with the WCBC Residential Roads & Footpaths – Appendix D Minimum Construction Specification. An appropriate thin material complying with Clause 942 with appropriate BBA HAPAS certificate will be provided. All foundation design and materials testing will be carried out in accordance with WCBC Residential Roads & Footpaths - Appendix D Minimum Construction Specification. All test results and certificates will be submitted to WCBC for approval.

A new field boundary will be formed comprising stock fencing and a hawthorn hedge.

COMMUNITY SAFETY

Our client is concerned about the previously proposed (permission granted) new access route to be created to serve the aforementioned new and existing properties. Our client has expressed concerns that they have a better/more suitable access point; there are a number of issues with the previously proposed new access point:

- The positioning of the entrance on to the highway – visibility is obstructed to the east.
- Unnecessary road building/change of character
- Affected land dissects environmental stewardship
- The initially proposed route runs through a particularly wet part of the field.

In order to avoid such difficulties the new proposal is to form a new farm access road which run through the same field but in a dryer area, and create an entry on to the carriage way which would provide better/safer visibility than the previously permitted proposal.

The applicant has sought to create a better means of access than the route proposed by the initial applicant.

MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

Upper Pickhill Farm is located along the current track off the A525 at Pickhill Cross Lanes, SY11 4ER. In 2007 the traditional buildings were approved for conversion into four residential units (SES P/2006/0826).

The properties that the proposed access would serve comprise of two existing properties – Porthwgan House, Plas Fron Lodge, and traditional farm buildings (with the prospect of being converted into four new dwellings). As a condition of the consent the site owner was obliged to construct a new track to an existing field access onto the A525. The new proposal creates an entry on to the carriage way which would provide better/safer visibility than the previously permitted proposal.

OTHER NOTES:

We have reviewed both national and local policy and consider the application to be in accordance with policy. The applicant has also previously commissioned an independent Highway report by Colin Simpson CEng. MICE. MCIHT of Highway Planning Services Ltd who has advised us on the above issues which concludes in support of the proposed new access.

The proposal was discussed with Mr Phil Palmer of Wrexham Borough Council, who gave advice on the proposed new revision of access position including visibility splays, survey advice, highway drainage, and highway logistics/speed limits.

CONCLUSION

Our clients' proposal to create a new access road for Upper Pickhill Farm is considered to be the most appropriate way of accessing the properties from the A525 by crossing the pre-determined land having been approved previously across a less appropriate route.

The scheme has been designed to minimise any impact on the surrounding area, being particularly sensitive to ensure the road is in keeping with its surroundings.

Forge Property Consultants

August 2015