

MEMORANDUM



From: Network and Infrastructure Manager

To: Head of Community Well-being and Development

Our Ref: ENV/DC/PP/2012/0276

Your Ref: MP/P/2012/0276

Date: 10th May 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 397 450 Potters Brook Barn, Whitchurch Road, Bangor on Dee, Wrexham.

Development: Change of use of part of garage / outbuilding into show room / store for sale & hire of hats.

I refer to your consultation dated 17/04/2012 in respect of the above.

The proposed development site is located on the A525 Whitchurch Road which is a busy classified road subject to a 60mph speed limit. Although vehicles are likely to travel up to the speed limit approaching from the west, I would estimate typical vehicle speeds of 50mph for vehicles approaching from the east given the geometry of the road.

The development site currently consists of 4 no. barn conversions which were previously granted planning permission on 13/11/2000 (Ref: P/2000/0819).

Any proposed / existing access serving the development site would normally be required to provide visibility splays of 2.4 x 215m to the west and 2.4 x 160m to the east measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Although visibility from the existing access serving the development site is adequate in the westerly direction, visibility in the easterly direction is considered inadequate providing a splay of approximately 2.4 x 70m measured to the nearside edge of the adjoining highway. Visibility is impeded in the easterly direction by the existing building previously referred to as "Barn B" and the existing traffic sign fronting the site.

Previous planning permission ref: P/2000/0819 for the construction of 4 no. residential units included the following conditions nos. 8, 9 & 10:-

8. *The proposed access shall have a visibility splay of 2.4m by 160m to the east measured along the nearside edge of the adjoining carriageway over land within the control of the applicant and/or Highway Authority. Within the splay, the existing highway boundary and all other obstructions to visibility shall be removed (including the grubbing up of hedge / tree roots and the excavation / regrading of the land) and that any means of enclosure shall be erected outside the limits of the visibility splay.*
9. *Prior to the development being first brought into use, the secondary access point to the site shall be permanently closed in accordance with details which have been submitted to and approved by the Local Planning Authority.*

10. *Prior to the development being first brought into use, the existing footway along the classified road shall be widened to 2.0m along the centre width of the site frontage.*

The above conditions have not been complied with. I previously met with the applicant in October 2008 to discuss the required highway improvements and advised them to submit the necessary s.278 details. However, I have still not received any s.278 details and assume that enforcement action is now being pursued.

The Design & Access Statement submitted with the current application suggests that there will be a maximum of two visitors / customers cars at the premises at any one time which I assume is per day. However, although these additional vehicle movements would be viewed as insignificant, I understand that any upper limit on potential movements could not be controlled / enforced by planning condition.

I would normally therefore not wish to support any proposed development that is likely to result in any significant increase in traffic movements through this substandard access and would recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

Supplementary Notes

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


pp. Network and Infrastructure Manager