PLANNING CONDITION – PROPOSED IMPLEMENTATION

Althrey Hall Farm Barns

Visibility Splays – Proposed Implementation and Hedgerow Management Arrangements

Conditions 8 and 7 – P/2006/0527 and P/2006/0528

Site	Althrey Hall Farm Barns, Overton Road, Bangor-on-Dee, Wrexham, LL13 0DA
Planning permissions	P/2006/0527 and P/2006/0528
Condition	Condition 8 and 7 – Visibility Splays
Document date	October 2026

1. Introduction and Purpose

This statement sets out the proposed approach to providing the visibility splays associated with the existing access between Althrey Hall Farm Barns and the B5069 (Overton Road). It relates to Condition 8 of planning permission P/2006/0527 and Condition 7 of P/2006/0528.

The purpose of this document is to seek the Local Planning Authority's and Highway Authority's written agreement to the proposed method of implementation before vegetation works are undertaken.

The proposed approach seeks to deliver the visibility requirements identified on the approved drawings while retaining the established roadside hedgerow as far as practicable.

2. Planning Conditions and Approved Drawings

a. Planning Conditions

Conditions 8 and 7 of planning permissions P/2006/0527 and P/2006/0528 respectively impose the same requirement for the approved visibility splays to be fully provided before occupation of the dwellings.

Both conditions refer to approved drawings CL(70)01 and B.6044/11.

Reason: In the interests of highway safety.

b. Approved drawings

The referenced drawings are CL(70)01, "Visibility Requirements for 160 Metres SSD", and B.6044/11, "Visibility Splays". The drawings are reproduced at Appendix A. Drawing CL(70)01 identifies a 4.5 m × 160 m visibility splay at the access and separately depicts land required for sight distance from the Bangor-on-Dee and Overton approaches.

The proposed works are intended to implement the approved arrangement.

3. Existing Junction and Visibility Arrangements

The Main Access Drive joins the B5069 Overton Road at an established access junction serving Althrey Hall Farm Barns and the surrounding properties.

The approved visibility drawing CL(70)01 identifies a 4.5 m × 160 m visibility splay for vehicles emerging from the Main Access Drive onto the B5069.

Measurements taken from the observation point identified on the approved drawing confirm clear and unobstructed views of the carriageway extending beyond 160 m in both directions. This element of the approved visibility arrangement is therefore already provided, with no additional works proposed.

The approved drawings also identify visibility requirements for vehicles approaching the junction along the B5069 from the Overton and Bangor-on-Dee directions. These are affected by sections of the existing roadside hedgerow and form the focus of the proposed vegetation management works described in Section 4.

4. Proposed Implementation

a. Visibility for vehicles emerging from the Drive

No physical alteration is presently proposed to the outward visibility arrangement. Existing site photographs are provided in Appendix C, with the relevant approved visibility drawings reproduced in Appendix A. If the Highway Authority identifies a specific obstruction or requires measured verification, this will be addressed before the condition is treated as satisfied.

b. Approach-direction visibility splays

The preferred approach is selective reduction and subsequent management of the existing roadside hedge. The initial proposed maintained height is approximately 1.2 m above adjacent ground level, broadly just above the existing stock fence. This height is a proposal for assessment and is not asserted to be compliant until the required vertical sightlines are confirmed.

The proposed extent of hedge treatment is illustrated on the annotated aerial/SketchUp plan at Appendix B. Any sections requiring a different finished height or additional clearance to meet the approved sightline will be identified before works are instructed.

The finished hedge profile will be subject to confirmation that the approved stopping sight distance and other relevant sightlines are unobstructed at the appropriate driver-eye and object heights, taking account of carriageway levels.

c. Proposed works sequence

Following written agreement to the proposed treatment, the relevant hedge sections will be trimmed to the agreed profile. The completed arrangement will then be photographed from suitable viewpoints to support a subsequent request for confirmation that the conditions have been satisfied.

5. Ongoing Hedgerow Management

The existing roadside hedgerow will be retained and managed at a height sufficient to preserve the visibility splays established by the approved drawings.

Following implementation of the proposed works, the hedgerow will continue to be maintained as part of the general grounds maintenance arrangements for the property, with periodic trimming and vegetation management undertaken as necessary to prevent obstruction of the required sightlines.

This approach will retain the established rural character of the junction while ensuring that the approved visibility arrangements remain effective over time.

6. Request for Prior Agreement and Completion Evidence

The Local Planning Authority is requested to consult the Highway Authority and confirm in writing whether the proposed selective hedge-height reduction and management arrangement is acceptable in principle for implementation of the approved visibility splays, and whether any further surveyed information or specific finished-height requirements are needed before works proceed.

Following that confirmation, the agreed works will be carried out and updated dated photographs, together with any further evidence requested, will be submitted to demonstrate completion and seek written confirmation of compliance with Condition 8 of P/2006/0527 and Condition 7 of P/2006/0528.

Appendix A – Approved Visibility-Splay Drawings

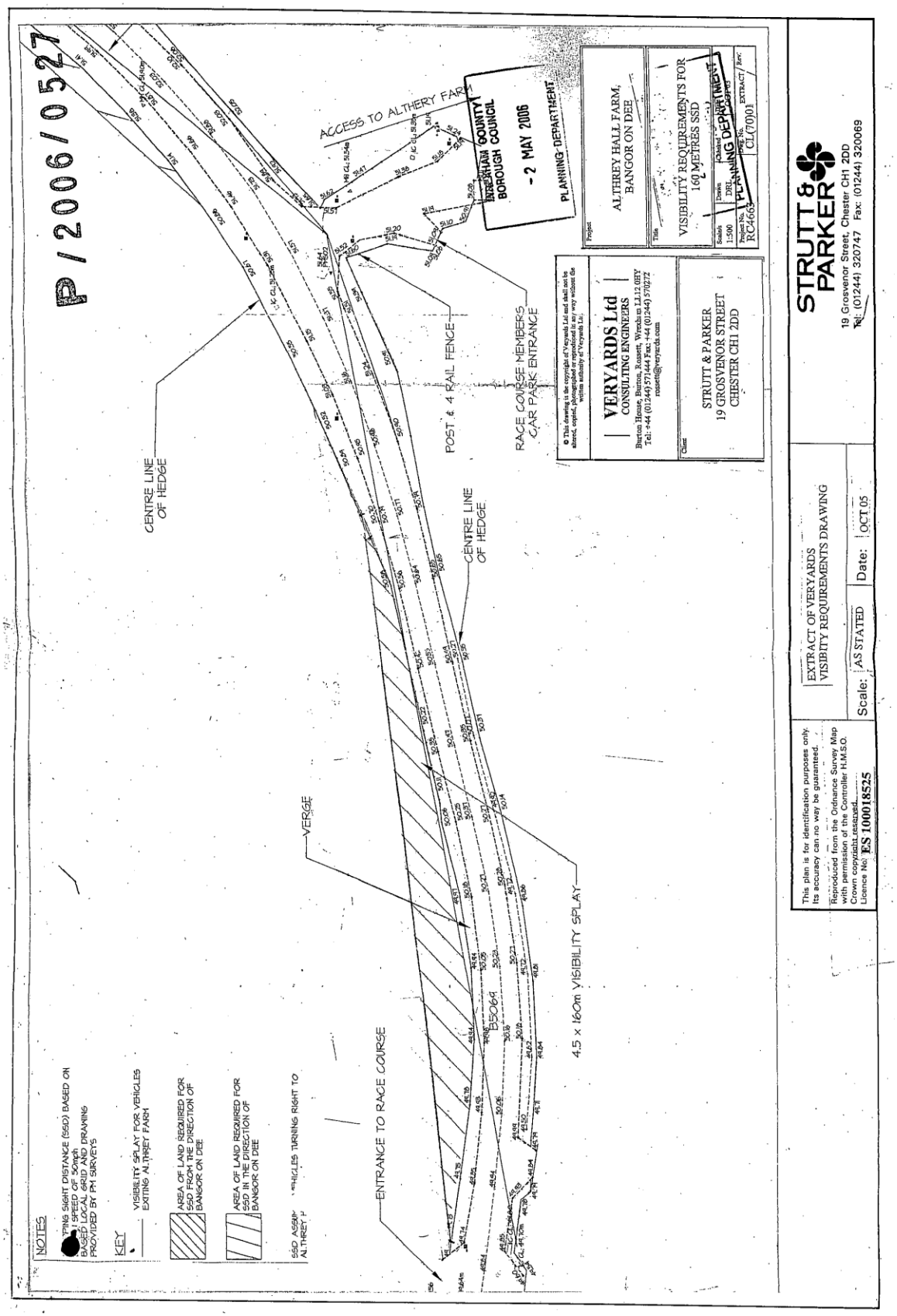


Figure 1 - CL(70)01 - Visibility Requirements for 160 Metres SSD (Veryards Ltd Consulting Engineers).

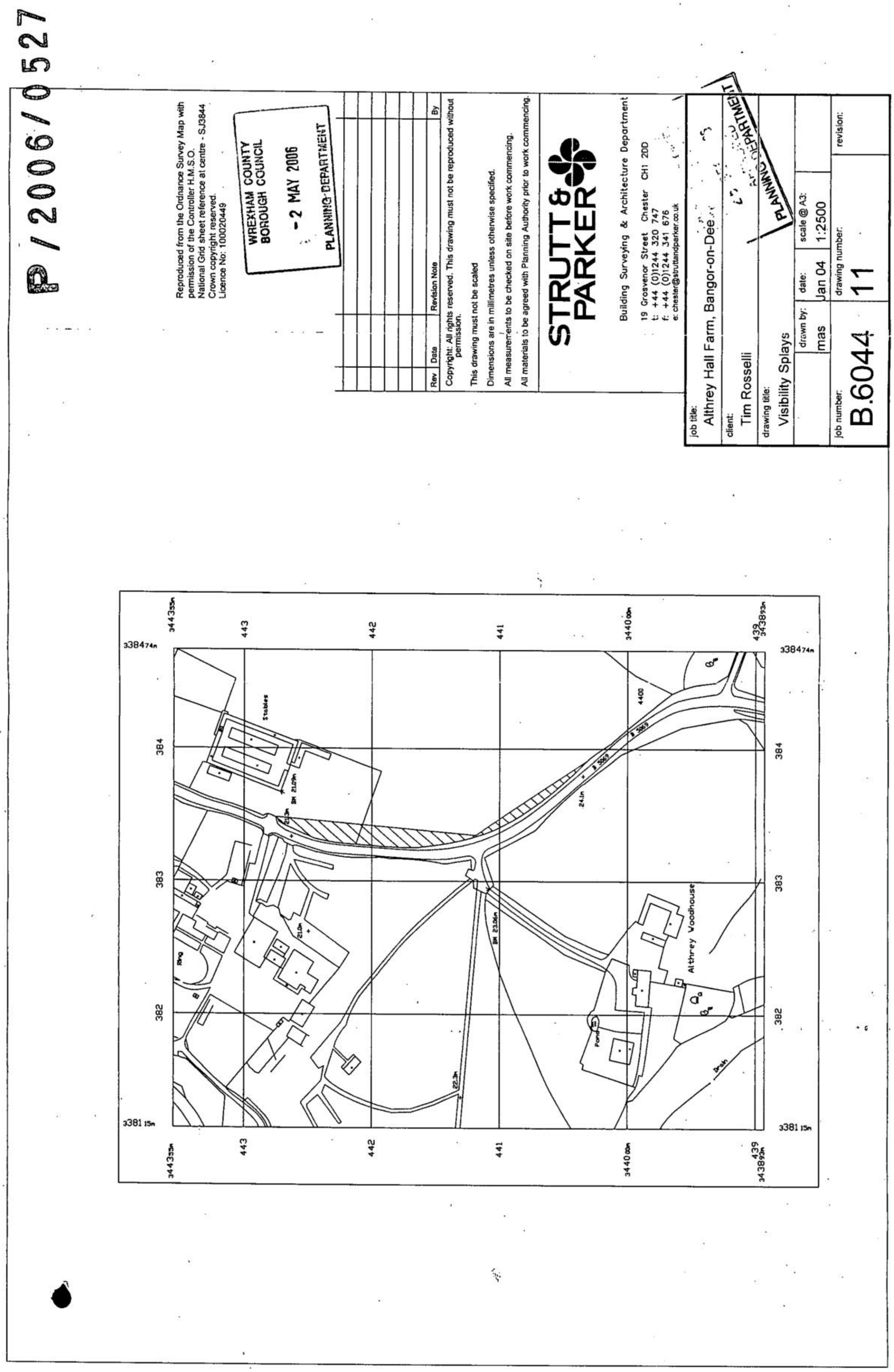


Figure 2 - B.6044/11 – Visibility Splays (Strutt & Parker).

Appendix B – Proposed Visibility and Hedgerow Treatment Plan

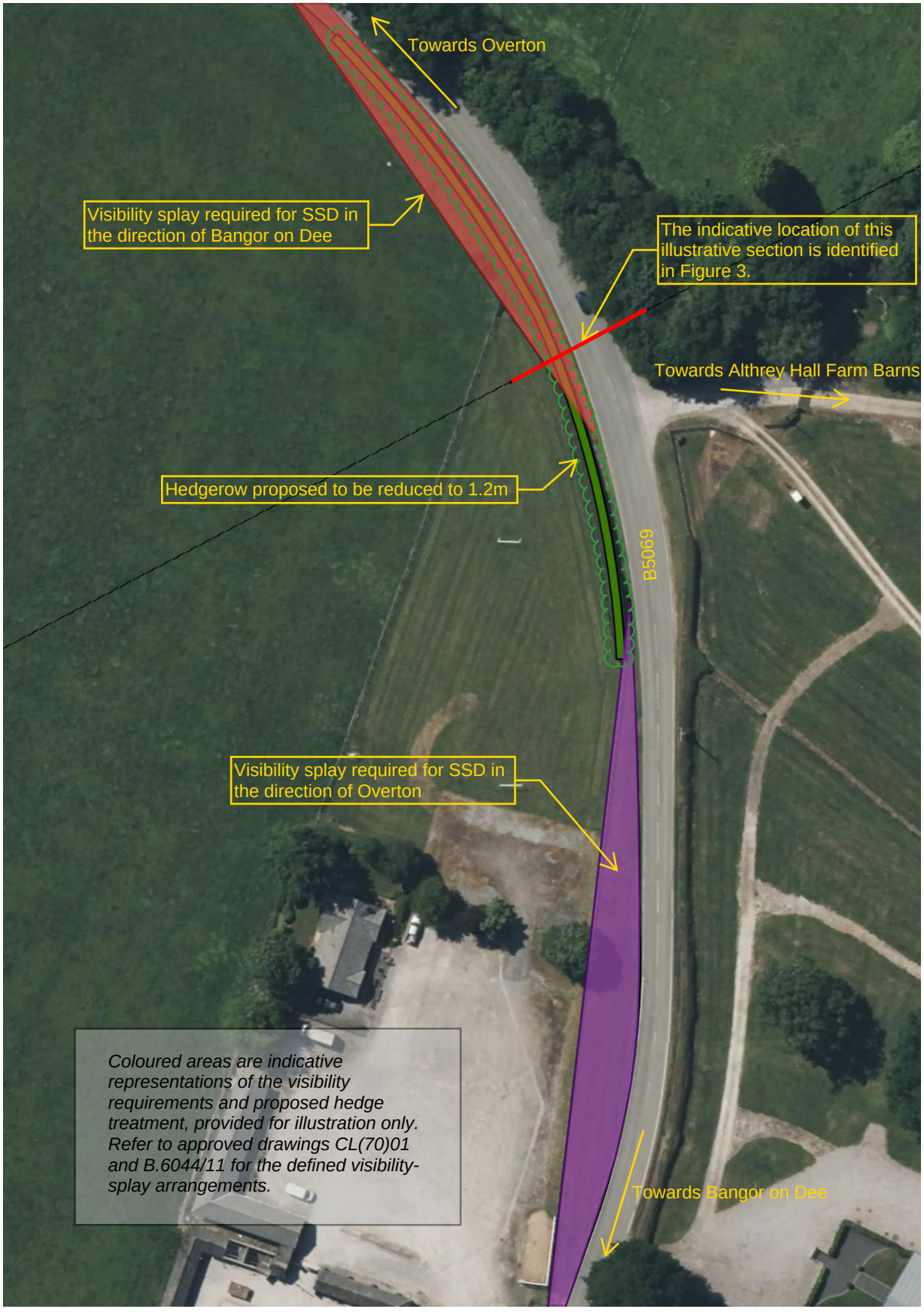


Figure 3 – Indicative Site Model of Proposed Visibility-Splay Arrangements

The aerial illustration shows the existing B5069 road alignment, roadside hedgerow and proposed areas of selective hedge reduction to approximately 1.2 m above adjacent ground level.

The B5069 rises towards Overton, and the surveyed levels on approved drawing CL(70)01 show that sections of the hedgerow are situated on ground below the adjacent carriageway. For example, near the Main Access Drive, the drawing identifies a carriageway level of 51.15 m and a hedge-base level of 50.55 m, a difference of approximately 600 mm. This means that a hedge maintained at 1.2 m above its base would stand approximately 600 mm above the adjacent carriageway at that location.

The proposed treatment aims to improve visibility while retaining the established hedgerow. The aerial illustration is indicative only and does not represent surveyed levels. The final hedge height and extent of treatment will be subject to confirmation by the Highway Authority against the approved visibility requirements and existing site levels.

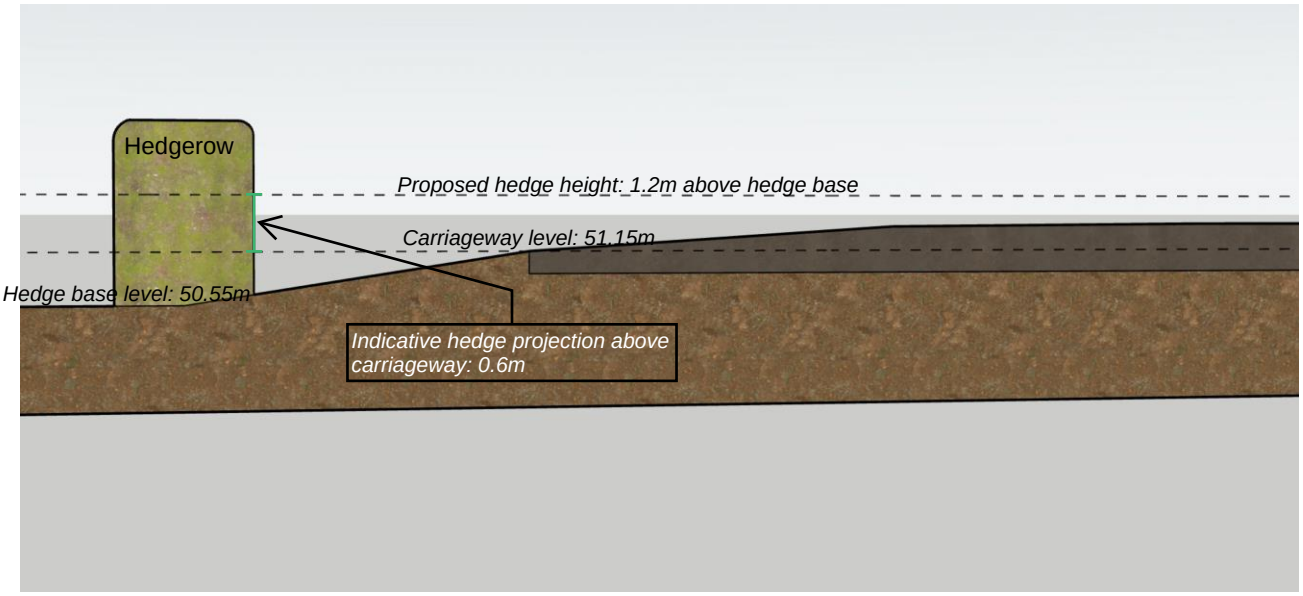


Figure 4 – Illustrative Relationship Between Carriageway and Hedgerow Level.

Conceptual cross-section illustrating how the ground level at the base of the hedgerow may be lower than the adjacent B5069 carriageway. Consequently, a hedge maintained at approximately 1.2 m above its base may extend considerably less than 1.2 m above road level. Refer to the surveyed levels on approved drawing CL(70)01. Section above identified in figure 3.



Figure 5 – Existing and Proposed Hedgerow Height

Annotated site photograph illustrating the existing hedgerow profile and the proposed reduction to approximately 1.2 m above adjacent ground level. The proposed treatment aims to improve visibility towards the junction while retaining the established hedgerow and its contribution to the rural character of the area.

Proposed height shown for illustrative purposes, subject to agreement with the Local Planning Authority and Highway Authority.

Appendix C – Existing Site Photographs























