

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0869	Your Ref:	SEH/P/2022/0869 Res(1)
Date:	31/10/2022		

TOWN AND COUNTRY PLANNING ACT 1990

CAIS AMLINELLOL AR GYFER CODI 9 ANNEDD (CADW POB MATER) / OUTLINE APPLICATION FOR ERECTION OF 9 DWELLINGS (ALL MATTERS RESERVED)

LAND EAST OF CADNEY LANE BETTISFIELD WREXHAM

Grid Ref: E 346202.34 N 335330

I refer to your consultation / email dated 18/10/2022 in respect of the above.

Access

The development site is located on Cadney Lane which is an unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30 - 35mph due to the geometry of the road along this section. In order to determine 85th percentile speeds along this section, I would recommend an appropriate speed survey is carried out.

The development site has an existing access comprising a field gate which is 4.3m wide.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 10m to the south east and 2.4 x 6m to the north west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow fronting the site.

The existing carriageway fronting the site is typically 4.3m wide. This would benefit from a scheme of carriageway widening ie/ minimum 4.8m width preferably 5.5m. I would suggest that this detail is indicated on a revised layout plan. The applicant would need to enter into a s.38 / 278 agreement with the Council to carry out this work.

Footway Provision

There is very limited footway provision serving Cadney Lane and there is no street lighting provision. If the application is supported, I would recommend that a minimum 1.2m wide footway is provided along the site frontage linking to the existing 1.2m wide footway to the south east. The applicant would need to enter into a s.38 / 278 agreement with the Council to carry out this work.

Layout

Any proposed development site would normally need to be constructed to adoptable standards in accordance with Manual for Streets. If the proposed development is not offered for adoption then a private management condition / arrangement would be required to maintain the internal estate road(s) in perpetuity.

Parking & Turning Provision

Parking provision at the site would need to comply with LPGN 16 / WCBC Standard Driveway Requirements. LPGN 16 excludes garage spaces when considering parking provision. Given the unsustainable location of the site, it would normally be considered appropriate to provide parking provision for each plot in accordance with maximum requirements.

Any proposed estate roads would need to provide a suitable turning head which meets WCBC standard requirements providing turning for an 11.2m long refuse vehicle.

Highway Surface Water Drainage

There are significant existing problems with the drainage of surface water in this area which is exacerbated by poor ground conditions / high water table in this area.

I assume that the applicant will require SABs consent for this development.

Public Transport

I have spoken with our Transport Section (contact: Andrew Mytton) who have advised that there is no standard bus service serving Bettisfield. There is only a single return trip once every Monday to Wrexham provided by a 16 seater accessible service bus.

Sustainability

The development site is located on a remote, unclassified road along which there is limited footway provision and no lighting provision. There are no local facilities / services available. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents to walk safely to local facilities and public transport stops.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

A recent similar development for 9 dwellings at Happy Days Coaches, Mill Lane, Bronington (Planning Ref: P/2021/0137) was dismissed at appeal with significant weight given by the inspector in respect of the unsustainable location of the site.

In conclusion, it would be difficult to support the proposed development for the reasons highlighted above.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. K. S.', written in a cursive style.

Chief Officer, Environment & Technical