

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0440 **Your Ref:** LA/P/2022/0440
Date: 19th May 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 430 445 Barnfields, Mulsford, Malpas, Wrexham.

Development: Two storey extension to garage to provide annexe accommodation and office space.

I refer to your consultation / email dated 18/05/2022 in respect of the above.

Access

The proposed development site is located on Mulsford Road which is a rural, classified road subject to a 60mph speed limit. However, a speed survey was recently conducted along this section of Mulsford Road in respect of planning application ref: P/2019/0325 which determined 85th percentile speeds of 43.3mph for vehicles travelling in the westerly direction and 42.6mph for vehicles travelling in the easterly direction. These speeds would normally require the provision of visibility splays of 2.4 x 117m in the easterly direction and 2.4 x 114m in the westerly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Assuming such speeds to be comparable for this application, visibility from the existing / proposed access serving the development site is inadequate providing splays of approximately 2.4 x 4m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in the easterly direction by the existing boundary wall and in the westerly direction by the existing boundary wall along with the required splay needing to cut across 3rd party land. I would suggest that the applicant considers carrying out improvements to this access to maximize the available visibility.

It would appear that the existing front boundary wall has been raised in height to approximately 1.3m. Previous images (Google Maps) dating back to 2009 appear to indicate a lower front boundary wall which appears to provide significantly better visibility. I assume that this is a matter for our Planning Enforcement Section to review. Ideally, the wall should be no higher than 1m above the adjoining carriageway level to maximize the available visibility from the access.

I would normally therefore be unable to support any proposed development that is likely to result in an increase in vehicle movements through this substandard access.

The existing access serving the development site is approximately 8m wide reducing to 4.1m. Gates are setback 5m behind the edge of carriageway. The access is capable of accommodating the simultaneous passage of 2 cars clear of the adjoining highway. The existing access is paved with hard bound materials for the first 5m behind the edge of carriageway.

Parking & Turning Provision

There would appear to be adequate parking (for around 5 cars) and turning space within the curtilage of the development site.

I would normally recommend that the application be REFUSED for the following reason:-

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

However, I understand that the proposed conversion will be ancillary to the main dwelling which is assumed not to generate any significant increase in vehicle movements through this sub-standard access. **I assume that the proposed office will be controlled by a suitable condition so it is for personal use only and cannot attract clients to the site.**

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41
026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

NONSTD
038R

ANCILLARY ACCOMMODATION

The proposed development shall be ancillary to the existing dwelling and must not be sold as a separate dwelling.

Supplementary Notes

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



Chief Officer, Environment & Technical