

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2022/0185 **Your Ref:** SJG/P/2022/0185
Date: 2nd September 2021

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 355 552 Land at Quarry Brow, Gresford, Wrexham.
Development: Erection of 1 dwelling.

I refer to your consultation / email dated 28/02/2022 in respect of the above:-

Access

The proposed development site is located off Quarry Brow which is an unclassified road subject to a 30mph speed limit.

Assuming typical speeds of 20mph for vehicles travelling along Quarry Brow in the southerly direction and around 15mph for vehicles travelling in the northerly direction off Pant Lane, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 25m in the northerly direction and 2.4 x 18m in the southerly direction measured to the nearside edge of the adjoining highway.

Based on current standards, visibility from the existing unadopted shared driveway serving the site onto Quarry Brow is adequate in the northerly direction providing a splay in excess of 2.4 x 25m to measured to the nearside edge of the adjoining highway. However, visibility appears inadequate in the southerly direction providing a splay of approximately 2.4 x 13m measured to the nearside edge. Visibility is impeded in this direction by the existing boundary wall.

Layout

The existing shared, private driveway is typically 4.1 – 4.5m wide with limited footway provision. I would normally recommend that any shared driveway is of sufficient width to allow cars to turn into the site and turn off the site safely. This often means that a width of 6m is required to facilitate turning. I assume that the existing hard standing opposite the existing property (Pant Cottage) located on the development site currently provides adequate space for turning / maneuvering from this property given the limited road width. If this turning facility is lost to development, then turning may no longer be possible.

Parking & Turning Provision

The provision of 2 parking spaces for the proposed 2 bedroom property would be considered adequate. However, these spaces are unlikely to be accessible given the limited width of the road and footway as indicated above.

I would normally recommend that a shared, private driveway of this nature provides a communal turning facility to accommodate the turning movements of a medium sized delivery vehicle (see attached detail. Such a facility has not been provided.

Waste Disposal / Recycling

I assume that the current properties have to take their bins / recycling boxes to the end of the private driveway on collection days as a refuse vehicle could not access these properties.

Based on the above issues, it would be difficult to support the proposed development. A recent appeal at the site for a single dwelling (ref: APP/H6955/A/21/3281507) was dismissed. However, the inspector did not raise any concerns in respect of highway safety.

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

Chief Officer, Environment & Technical