

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Matthew Phillips
Our Ref:	ET/DC/MM/P/2021/1095	Your Ref:	P/2021/1095
Date:	6 th December 2021		

Land east of Cadney Lane Bettisfield, Wrexham SY13 2LW Outline application for erection of 9 dwellings (All matters reserved)

Further to your email / consultation dated 15/11/2021 in respect of the above, I comment as follows:-

Traffic Generation

A residential development of this size would be expected to generate up to five two-way vehicle movements during each of the AM and PM peak hours. It is assumed that all vehicles would travel west from the site and join the unnamed north-south road through Bettisfield. This volume of traffic is expected to have a negligible impact on the functioning of the highway network.

The limited services available in Bettisfield suggest that a high proportion of trips from the development will be by private car. Limited bus services are available from the village.

Highway Network

Cadney Lane is a rural road with residential frontage and no footways. The lane leads to a limited number of business and dwellings but there are no through routes. Visibility at the junction at the western end of Cadney Lane appears poor. From here traffic will use the unnamed rural north-south road that links the A495 and the B5063.

To the east of Bettisfield, Cadney Lane appears narrow with limited visibility in places, but almost all traffic is expected to exit the site to the west.

Site Access

The development site uses the existing field access. Visibility appears to be good but visibility splays have not been provided to confirm this.

Site Layout

The proposed site layout includes a single turning head. There will be a need for reversing within the site by delivery and service vehicles, but no need for vehicles to reverse onto Cadney Lane. Footways do not appear to be provided within the site, but this may be acceptable due to the small number of houses and lack of through traffic.

The site plan shows that parking is provided for each dwelling. The parking must be in line with the Wrexham Parking Standards.

Conclusion

While the location of the development is not considered sustainable it is opposite existing residential developments and the expected impact of a development of this scale on the highway network is negligible.

The Use of the existing field access is appropriate, but visibility splays should be provided as part of the conditions for this development to ensure they are adequate.

Th proposed site layout is acceptable, but car parking provision must be shown to comply with the Wrexham CBC parking guidelines.

There are no highways reasons why planning permission should not be granted in principle, but the additional information should be requested as part of the planning process.

A handwritten signature in black ink, appearing to be 'R. H.', written on a light blue background.

Chief Officer, Environment & Technical