

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0234 **Your Ref:** MRJ/P/2021/0234
Date: 16th August 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 446 412 Glebe House, Horsemans Green, Whitchurch, Wrexham.

Development: Outline application (All Matters Reserved) for up to 4 dwellings.

I refer to your consultation / email dated 12/08/2021 including revised Highways Statement in respect of the above.

Although all matters are reserved I comment as follows:-

The development site is located off Horsemans Green Road which is a classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Based on speeds of 25mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing unadopted access is inadequate providing splays of approximately 2.4 x 7m in both directions measured to the nearside edge. Visibility is restricted in both directions in that the required splays would cut across 3rd party land.

Access to the development site is via an unadopted track to the west of Croft House. This access is typically 4.6m wide, unsurfaced and reduces in width to around 2.6m wide at approximately 50m beyond the adopted highway. This lane already appears to serve at least 3 no. dwellings and Glebe Farm and is considered unsuitable to serve any additional residential development.

In conclusion, it would not appear possible to provide a suitable means of access onto the classified road to serve any additional residential development at this site.

In respect of the submitted Highways Statement, I comment as follows:-

My original response only included fairly general comments as the application is – All Matters Reserved.

Visibility from the existing access is very poor and I assume that the applicant has no control over the land either side of the access to address the issue. My professional judgment is that the visibility is severely sub-standard and does not comply with Manual for Streets guidance. If the applicant were to enter into a s.106 agreement with the relevant parties then the required splays may be achievable.

The latest Highways Statement refers to the availability of adequate forward visibility approaching the access along Horsemans Green Road, This is not disputed but is only one element to be considered in respect of access assessments. The Highways Statement refers to other sub-standard neighbouring accesses in the vicinity of the site. Although individual locations are not provided, I would not consider this information to be relevant to this application. The Highways Statement refers to there being no recorded personal injury accidents in the last 5 years along Horsemans Green Road. This is noted but does not justify supporting a development that will be served by a sub-standard access.

The suggested vehicle movements generated by the farm and associated activities are obviously seasonal and are not directly comparable to the potential movements that 4 additional dwellings could generate. Given the remote nature of the site in respect of shops, surgeries, employment, schools etc, it is likely that a dwelling in this location could generate around 8 – 10 movements per day. The proposed development could therefore potentially generate around 32 – 40 vehicle movements per day served by a sub-standard access. It is accepted that the previous agricultural use would have generated a given number of movements. However, when calculated as daily movements, these are likely to be minimal.

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

Chief Officer, Environment & Technical