

# MEMORANDUM



**From:** Chief Officer, Environment & Technical

**To:** Chief Officer Planning & Regulatory

**Our Ref:** ET/DC/PP/P/2021/0780

**Your Ref:** JK/P/2021/0780

**Date:** 10<sup>th</sup> September 2021

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## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 344 550 Cedar Hall, The Green, Rossett, Wrexham.

**Development:** Conversion and extension of existing stable block and erection of garage.

I refer to your email /consultation dated 16/08/2021 in respect of the above.

### **Access**

The proposed development site is located on the B5373 Gresford Road which is a classified road subject to a 30mph speed limit. However, a speed survey carried out between the 27/01/2018 and 02/02/2018 along this section determined 85<sup>th</sup> percentile speeds of 25.0mph for vehicles travelling towards Llay and 25.6mph for vehicles travelling towards Gresford.

Based on these speeds, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 34.4m to the north west and 2.4 x 33m to the south east measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. The applicant has not provided a suitably scaled layout plan indicating the proposed / required splays from the existing shared access.

As this section of Gresford Road / Griffin Hill to the north west of the access is approximately 4.4m wide with no physical features preventing overtaking by cars approaching uphill, the required visibility splay should be measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing / proposed access serving the development site onto the B5373 is adequate in the south easterly direction providing a splay in excess of 2.4 x 33m measured to the nearside edge of the adjoining highway. However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 14m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / trees / boundary wall / 3yr party land. Although, an improvement seems to have been carried out to the north western side of the shared access resulting in a visibility splay of approximately 2.4 x 19m to the nearside edge being achieved, I assume that this is reliant on looking across 3<sup>rd</sup> party land as indicated in the submitted Highways Statement. I assume a s.106 agreement would be required in this instance. However, the available splay still falls significantly short of the required standard.

The applicant has not provided a suitably scaled layout plan indicating the proposed / required splays from the existing shared access.

I would normally therefore not wish to support any proposed development that is likely to result in an increase in vehicle movements / intensification of use through this existing sub-standard access.

Planning consent (ref: P/2007/1396) has previously been granted to utilize The Stables as an annexe.

Access to the existing properties ie /The Vicarage & Cedar House is currently via a shared driveway which is approximately 4.8m wide at 5m behind the adjoining carriageway. The existing access serving the The Griffin Inn car park is also located in close proximity to the shared access to the south east. The proposed access serving the site appears to be setback in line with the two existing accesses serving The Vicarage and Cedar House.

### **Parking & Turning Provision**

Adequate parking and turning provision would appear to be achievable within the curtilage of the development site.

However, given that the proposed dwelling will result in an increase in vehicle movements through this existing sub-standard access, I would not be able to support such a proposal on highway grounds.

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

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

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

Chief Officer, Environment & Technical