

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: 15th November 2021

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 11/11/2021 including Technical Note from DTPC – Dated 31-10-2021 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. A speed survey carried out between the 27/01/2018 and 02/02/2018 along this section determined 85th 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.

It would appear that an additional speed survey has been carried out between 07/10/2021 – 13/10/2021 which derived speeds of 26.9mph westbound and 24.1mph eastbound measured at a point 36m east of the proposed access and 24.3mph westbound and 23.1mph eastbound measured at a point 30m west of the proposed access. Based on these speeds, the required splays would equate to 2.4 x 30m to the west (adjusted for gradient) and 2.4 x 37m to the east measured to the nearside edge of the adjoining highway.

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 37m 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. 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. A Land Registry search would appear to indicate the section of land / verge to the western side of the proposed access up to the lighting column is adopted highway. However, the land beyond this point (downhill) would appear to be under the ownership of The Vicarage (ie/ 3rd party land).

I assume a s.106 agreement would be required in this instance to secure the required visibility splay in perpetuity. However, the available splay still falls significantly short of the required standard.

The submitted layout plan (Drg. No. J1352 access fig 1) appears to indicate visibility splays in the westerly direction of 2.4 x 38.7m to the centre line of the carriageway, 2.4 x 30m to the mid opposed running lane and 2.0 x 30m to a position 850mm into the carriageway from the channel. The use of a 2m setback distance and an offset greater than the nearside wheel track ie/ maximum of 500mm into carriageway from kerbline would not be considered acceptable in this instance.

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. O.', written in a cursive style.

Chief Officer, Environment & Technical