

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0424 **Your Ref:** BB/P/2021/0424
Date: 27th July 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 368 572 Pentlands, The Green, Rossett, Wrexham.

Development: Outline application (with appearance, landscaping and scale reserved) for 1 dwelling.

I refer to your consultation / email dated 22/07/2021 including Highway Assessment and revised plans in respect of the above.

It should be noted that the submitted Highway Statement has no company address or contact details. The submitted Proposed Access Plan included in Appendix C has no plan drawing number or scale. I would request that these details are provided.

Access

The proposed development site is located on the B5102 Rossett to Holt Road which is a classified road subject to a 20mph speed limit.

Based on speeds of 20mph, any proposed / existing shared access along this section would normally require visibility splays of 2.4 x 25m measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 10m to the north east and 2.4 x 7m to the south west measured to the nearside edge of the adjoining highway. Visibility in the south westerly direction is impeded by the existing vegetation. Visibility in the north easterly direction is impeded in that the required splay would need to cut across 3rd party land.

I would also recommend that any proposed access provides adequate pedestrian visibility which is measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

I would normally therefore be unable to support any proposed development that would result in any significant increase in vehicle movements utilizing this substandard access.

The existing access is 3.2m wide and is gated at 3.8m behind the adjoining carriageway. The access is paved with hard bound materials. I would normally recommend any proposed shared access is a minimum width of 4.8m, paved with hard bound materials for a minimum distance of 5m behind the highway boundary with no gates being erected within 5m of the highway boundary (ideally no gates at all).

An Aco drain or similar is required across the access to intercept any private surface water run off.

The submitted Proposed Access Plan has no scale or drawing number. However, the plan indicates the re-location of the existing access to a more central location. The submitted Highways Assessment suggests that a splay of 2.4 x 19m measured to the nearside wheel-track is achievable in the easterly direction from the new 5m wide access. However, this does not appear to have been accurately shown on the submitted plan. There only appears to be approximately 2.4 x 15m available in the easterly direction when measured to the nearside wheel-track which would be considered inadequate.

The proposed access is located 6.5m away from the eastern site boundary towards the existing access serving the Co-op store. Given the proximity of the new access to the existing junction with the B5445 Chester Road / B5102 Holt Road which already experiences a significant number of vehicle movements including awkward vehicle maneuvers to the Co-op store, it would be difficult to support an intensification of use of this existing sub-standard access. Given the busy nature of the junction, vehicles accessing the development site are typically likely to have to wait just off the junction as vehicles approach Chester Road from Holt Road. The proposed shared access would also be located directly opposite the existing pedestrian crossing point in this location. This is a main pedestrian route for schoolchildren attending Darland High School. The proposed development is therefore considered to be incompatible with through traffic interests and a potential source of danger to road users and pedestrians.

The submitted Proposed Access Plan indicates a re-located, 5m wide shared access paved with hard bound materials.

Although, the submitted Highways Assessment refers to the lack of recorded accidents in the area, this does not mean that the proposed development is deemed acceptable, given that not all accidents or near misses may be recorded, or that the proposal would not increase the risk of accidents in the future. These comments and the lack of visibility were raised by an inspector in the recent appeal decision (dismissed) at 69 High Street, Coedpoeth (Planning Ref: P/2020/0638).

Parking & Turning Provision

The revised layout plan (Drg. No. PR/PD/02) indicates 4 parking spaces for the existing dwelling (assumed 4 bed) and 2 spaces for the proposed dwelling (2 bed) which is considered adequate.

I would therefore recommend the application is **REFUSED** for the following reasons:-

1. **It appears impracticable within the curtilage of the site to construct an access which would provide sufficient visibility for vehicles emerging from the site.**
2. **The proposed development would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians.**

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, consisting of a stylized 'R' followed by a horizontal line and a small flourish.

Chief Officer, Environment & Technical