

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0668 **Your Ref:** PF/P/2016/0668
Date: 18th July 2016

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 446 411 The Cottage, Mill Lane, Horseman's Green, Wrexham.
Development: Outline application for removal of garage and store, erection of a new detached house together with a new garage to serve the existing cottage.

I refer to your consultation dated 18/07/2016 in respect of the above.

The proposed development site is located on an unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing unadopted access is inadequate in both directions providing splays of approximately 2.4 x 6m in the north westerly direction and 2.4 x 5m in the south easterly direction measured to the nearside edge of the adjoining highway.

Visibility is restricted in both directions in that the required splays would appear to cut across 3rd party land.

I would therefore be unable to support any development that is likely to result in an increase in vehicle movements through this existing access.

The development site is served off a narrow, private access road surfaced with unbound materials (gravel) which has a limited sized turning area at the head of the unadopted drive. The existing access reduces from approximately 7.3m wide to 3.6m wide, 5m behind the adjoining carriageway. Beyond this point the shared driveway reduces in width to approximately 2.6m leading to the communal turning area. The existing private drive is of insufficient width to accommodate the simultaneous passage of 2 no. vehicles and is considered unsuitable to serve any additional development.

In terms of parking provision at the proposed development site, I comment as follows:-

The provision of adequate parking at the development site for both the existing and proposed dwelling would appear possible. However, LPGN 16 no longer counts garage spaces as contributing to parking provision.

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

1. **There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**
2. **The width of the access would make movement between the site and the highway difficult.**

Peter Worthwaite

dm

Service Manager Environment