

Planning reference :P/2015/0743

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The application was refused by the Council under delegated powers for the following reasons:-

- 1 *The highway giving access to the development is substandard in terms of carriage width and inadequate turning facilities, and to allow additional traffic along this highway for new residents and visitors for the development would exacerbate existing access and on-street parking problems in the area. To allow the development would be contrary to policy GDP1 d) of the Wrexham Unitary Development Plan.*
- 2 *The development would be unacceptable and undesirable having regard to the cramped form of development resulting from the proposed layout of the development in relation to the existing highway when compared with the character of other properties within this cul-de-sac. To allow the development would be contrary to policies GDP1 a) and PS2 of the Wrexham Unitary Development Plan as this would not allow the established character of this street to be followed to provide a positive contribution to the appearance of the area, and it will detrimentally impact the local landscape character.*

To substantiate the above reasons the Council would make the following representations.

1 REASON 1

- 1.1 The proposed development site is located on an unclassified residential road (cul-de-sac) subject to a 30mph speed limit. Typical vehicle speeds however are around 15mph due to the geometry of the road.
- 1.2 Visibility from the cul-de-sac onto Bluebell Lane is substandard and does not comply with Welsh Government standards. Any proposed/existing junctions in this location would normally be required to provide visibility splays of 2.4m x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.
- 1.3 Visibility at the junction of the estate road (Bluebell Estate) onto Bluebell Lane is adequate in the north easterly direction providing a splay in excess of 2.4m x 56m measured to the nearside edge of the adjoining highway. However, visibility in the south-westerly direction is inadequate providing a splay of only 2.4m x 20m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction in that the required splay would need to cut across 3rd party land (corner property).
- 1.4 The proposed development would therefore result in increased vehicle movements through a substandard access/junction.

- 1.5 The existing carriageway width is typically 3.1m wide and cannot accommodate the simultaneous passage of 2 no vehicles. The cul-de-sac already serves 8 dwellings.
- 1.6 The existing turning head at the end of the cul-de-sac is substandard being only 6.2m wide and struggles to accommodate turning by cars. Larger delivery vehicles including refuse vehicles would not be able to turn within this area. The geometry of the estate road is therefore insufficient to accommodate turning for delivery/refuse vehicles.
- 1.7 With regards to the proposed access it would appear that vehicles would struggle to manoeuvre in and out of the parking bays given the restricted width of the existing carriageway (3.1m) and existing footways (0.8m both sides).
- 1.8 There are occasions where the Council will allow development served by a substandard highway or with inadequate visibility. In these cases however, there are always some improvements to the existing highway situation which can be used to justify accepting the proposed development. In this case however, no such improvements have been brought forward and similarly opportunities exist to bring forward any improvement to the existing situation.
- 1.9 Consequently, the proposal would simply result in increasing traffic movements with substandard highways arrangements.
- 1.10 The Council's Highways Department have objected to this proposal and the proposed development would be contrary to policy GDP1 d) of the Wrexham Unitary Development Plan.

2 REASON 2

- 2.1 The proposal would result in a cramped form of development. The site does not have great depth and the suggested layout indicates that the dwelling would be located close to the road, which does not reflect the general character of the area. The other properties in the cul-de-sac have front gardens measuring about 6m, and this reflects the general pattern of development fronting the B-road. This is a unifying and characteristic feature for the estate. There is only limited scope to move the property further back into the site because the plot is only 12m deep. However, to achieve some sort of consistency the front should be no closer than 4m and this would only give a very short back garden. The amenity space left would also be dominated by a mature tree outside the application site which would adversely impact upon the amenity of future occupants.
- 2.2 The proposal is likely to have a very cramped appearance, and it is really unclear how the character of the area will be maintained.
- 2.3 The Council do not consider this an efficient use of land, but rather a case of squeezing development onto a site that was never intended to be developed upon. This is not underused land but makes a positive contribution to the

surrounding development. Whilst the residential curtilage may be larger than neighbouring properties, that is not in itself a justification to develop the site.

- 2.4 Whilst there is a shortage of housing land in Wrexham this does not in itself justify the development. The proposal would make an insignificant contribution to the local housing land supply, and what limited contribution it does make is significantly outweighed by environmental considerations, namely access and highways as well as the detrimental impact upon the character of the area. The absence of a 5 year Housing land supply should not be an excuse to allow substandard development within existing settlements.
- 2.5 In terms of Local Planning Guidance Note 30, this is primarily aimed at new housing developments. Some of the general design principles can however be applied to applications for single dwellings. A distinction should be made however between promoting a range/mix of house types and allowing a single dwelling which in design terms would be at odds with the overall character of the surrounding area. Although design considerations are considered at the reserved matters stage a new dwelling on this site would not allow the established character of this street to be followed and provide a positive contribution to the appearance of the area.
- 2.6 The Council, therefore, respectfully request the appeal be dismissed.