

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: 24th May 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 06/05/2021 in respect of the above.

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. This detail has not been provided.

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.

Parking & Turning Provision

The submitted layout plan indicates 4 parking spaces for the existing dwelling (assumed 4 bed) and 2 spaces for the proposed dwelling (2 bed) which is considered adequate.

It would appear possible for cars associated with the new dwelling to turn on site. However, it is not clear how vehicles associated with the existing dwelling will turn within the site. This detail needs to be clarified with the applicant.

Due to the narrow frontage of the development site it would appear difficult to construct a suitable access that could provide the required visibility splays.

However, if the applicant can submit appropriate plans demonstrating how a suitable shared access with the required visibility splays can be provided and details of turning provision for both dwellings then further consideration could be given to this application.

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, appearing to be 'R. K.', written in a cursive style.

Chief Officer, Environment & Technical