

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0366 **Your Ref:** MP/P/2021/0366
Date: 19th May 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 465 349 Land adjacent to The Willows, The Cadney, Bettsisfield, Wrexham.

Development: Outline application (All Matters Reserved) for 1 dwelling.

I refer to your consultation / email dated 23/04/2021 in respect of the above.

Access (Reserved Matter)

The proposed development site accesses onto Cadney Bank Road which is a narrow, rural unclassified road. I would estimate typical vehicle speeds at being around 25mph along this section given the geometry of the road.

The existing access serving the site currently provides visibility splays of approximately 2.4 x 8m to the south east measured to the nearside edge and in excess of 2.4 x 43m in the north westerly direction measured to the centreline of the adjoining highway. Visibility is impeded in the south easterly direction by the existing boundary hedge.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in the south easterly direction measured to the nearside edge of the adjoining highway and 2.4 x 33m in the north westerly direction measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centreline of the adjoining highway in the north westerly direction given the reduced carriageway width along this section.

It would appear possible to provide an access along the site frontage which could provide adequate visibility.

However, the existing section of carriageway between Cadney Lane and the development site is less than 4.1m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. This section of Cadney Bank Road would benefit from the construction of a passing place. I would therefore not normally wish to support any development that is likely to result in any significant increase in vehicle movements along this section of Cadney Bank Road.

Cadney Bank Road and Cadney Lane has very limited footway provision and has no street lighting provision. The site is located a significant distance from any local facilities and may be considered to be in an unsustainable location.

The existing access serving the site is 3.6m wide and is gated 6.3m behind the adjoining carriageway. The access is surfaced with loose bound materials.

If the application is supported, I would normally recommend any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates erected within 5m behind the adjoining highway.

I would recommend any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates erected within 5m behind the adjoining highway (back of footway).

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required across the proposed access to intercept any private surface water run-off (assuming the access falls towards the highway).

Parking and Turning Provision (Reserved Matter)

Adequate parking provision will be required within the curtilage of the site in accordance with LPGN 16 requirements.

I would therefore have no objections in principle to the proposed development.

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