

# MEMORANDUM

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**From:** Chief Officer, Environment & Technical      **To:** Chief Officer Planning & Regulatory  
**Our Ref:** ET/DC/P/2019/0952      **Your Ref:** MRJ/P/2019/0952  
**Date:** 3<sup>rd</sup> June 2020

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

**Location:** O. S Grid Ref: 498 413 Whitewell Lodge, Whitewell, Wrexham.  
**Development:** Sub-division of Whitewell Lodge into 2 no. separate dwellings.

I refer to your consultation / email dated 02/06/2020 including revised layout plan (Drg. No. W.1472/3 Rev C) in respect of the above.

## **Access**

The proposed development site is located on Whitewell Road which is a rural, classified road subject to a 60mph. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Assuming typical vehicle speeds of 30mph, any proposed /existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions 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 in the westerly direction and 2.4 x 13m in the easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerows either side of the access. The revised layout plan indicates improved splays of 2.4 x 20m to the west and 2.4 x 23m to the east measured to the nearside edge of the adjoining highway. However, these splays still fall significantly short of current standards and provide splays applicable to speeds of less than 20mph.

The existing access is approximately 9m wide reducing to 2.8m at 6.6m behind the adjoining carriageway. The access is surfaced with loose bound materials. I would normally recommend that any existing / proposed shared access is a minimum width of 4.8m for at least 5m behind the adjoining highway with any gates setback a minimum distance of 5m behind the adjoining highway. I would normally recommend such an access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

An Aco drain or similar would normally be required across the access to intercept any private surface water run-off. The revised layout plan indicates the installation of an Aco drain.

The existing access serving Whitewell Lodge appears to be shared with another property (Gate Lodge) located just inside the access. I would not normally wish to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this sub-standard access.

### **Parking and Turning Provision**

Adequate parking and turning provision is available within the curtilage of the site.

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

1. There is restricted visibility at the existing / proposed access and increased use would increase the likelihood of danger to road users.
2. The existing access is of inadequate width to serve as a shared access.

However, if the applicant could carry out improvements at the proposed access to address the above issues then further consideration could be given to the proposed development. I would recommend that the applicant provides a suitably scaled layout plan including any proposed access improvements.

A handwritten signature in red ink, appearing to be 'J. D. O'Brien', is written over a faint circular stamp.

Chief Officer, Environment & Technical