

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/2019/0675 **Your Ref:** SEH/P/2019/0675
Date: 10th September 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Grid Ref / Location: 380 495 Redwither House, Redwither Road, Wrexham Industrial Estate, Wrexham.

Development: Construction of steel framed garage to be used as storage for classic cars.

I refer to your consultation dated 05/09/2019 in respect of the above.

The proposed development site is located on Redwither Road which is a classified road subject to a 40mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is adequate in the westerly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 20m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow. Adequate visibility could be achieved in this direction by maintaining the hedgerow at a maximum height of 1m above the adjoining carriageway level.

The existing access is approximately 6.5m wide and is gated at 2.4m behind the adjoining highway. The access would benefit from either setting back the gates 5m behind the adjoining highway or removing the gates altogether. The access is surfaced with hard bound materials .

I assume that the proposed development is a personal hobby as opposed to a business and could be conditioned accordingly. There is ample parking and turning provision within the curtilage of the site. However, the property was previously a public house which had the potential to generate a significant number of vehicle movements.

I would therefore have no objections to the proposed development on highway grounds.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter Douthett

MD

Chief Officer, Environment & Technical