

SITE



PROPOSAL

The application seeks outline planning permission for the construction of 2 no. dwellings. All matters are reserved for future consideration.

HISTORY

P/2018/0599 – Outline application for demolition of existing dwelling and erection of 2 no. new dwellings will all detailed matters reserved. Refused 05/11/29018.

P/2013/0858 – Two storey side extension and re-alignment of garage roof. Approved 10/02/2014.

DEVELOPMENT PLAN

Within Marford Settlement as identified on Map 3 INSET 4. UDP policies GDP1, EC4, H2.

LPG 07 – Landscape and Development, LPG 16 – Parking Standards, LPG 21 – Space Around Dwellings.

CONSULTATIONS

NRW: No objection.

Welsh Water: No objection subject to a condition to specify that only foul water shall be allowed to discharge to the public sewerage system and no surface water shall be allowed to connect directly with the public sewerage network.

Highway Authority:	Inadequate visibility splays demonstrated for the proposed site access. Access to the site at the junction via Hoseley Lane is inadequate in both directions, providing splays of approximately 2.4 x 18m to the north and 2.4 x 30m to the south. The required splays should be 2.4 x 90m in both directions, therefore representing a shortfall of 72m to the north and 60m to the south. Access to the site at the junction via Wynnstay Lane has adequate lateral visibility, however forward visibility for vehicles accessing Pistyll Hill off Wynnstay Lane is considered to be poor. Pistyll Hill is limited in its width, measuring approximately 2.5m wide. This would cause difficulty for the simultaneous passage of vehicles and a passing bay is recommended to allow passing of vehicles.
Public Protection:	No objection. Informatives recommended to mitigate construction noise, burning of waste and dust management.
Ecology:	No objection.
Flood:	Advice provided in regards to the requirement to achieve SuDS approval from SAB prior to commencement of development.
Trees:	No comments received at the time of writing.
Community Council:	Entrance does not appear to be up to the required standard. Concern raised about the protection of bats as identified by NRW and the trees that need to be protected to preserve the character and appearance of the area.
Local Member:	Notified 28.01.2019.
Site Notice:	Expired 25.02.2019
Neighbours:	4 no. representations received, objecting to the proposal. Concerns raised include adverse impacts on highway safety, increase in noise, nuisance and disruption to neighbours, out of character with the surrounding development, increase in volume of traffic on Pistyll Hill, worsened impact on sewerage system, existing dwelling is adequate, poor visibility on Pistyll Hill, adverse impact on trees.

SPECIAL CONSIDERATIONS

Principle: The application site is located within Marford Settlement Boundary as identified on Policy Map 3 INSET 4.

The proposal would involve demolishing the existing dwelling and replacing it with 2 no. dwellings.

Wrexham UDP Policy H2 supports residential development on unannotated land within settlement limits, subject to compliance with Policy GDP1.

The principle of development is acceptable.

Design and Layout: The application is made in outline therefore limited regard can be had to the design and layout of the proposal.

The site slopes downwards in a west to east direction and sits at a lower level than the properties to the west and a higher level than the properties to the east.

Any reserved matters application should ensure the height for both properties are commensurate with the height of the existing dwellings either side of the site, to ensure the proposed dwellings do not overdominate or appear visually disproportionate to the surrounding context.

The proposed Site Layout Plan shows in order to achieve the visibility splay to the east, a 6.4m section of hedge would need to be removed. However, the visibility splays proposed are inadequate and represent a shortfall of 8.1m to the west and 9.5m to the east.

Therefore, an additional section of hedge either side of the site access would require removal, lowering or setting back in order to achieve the splays, which has the potential to adversely impact on visual amenities of the area given the hedgerow running along the site frontage of the property appears to be well established and defined. Any hedgerow lowered to a height of 1m is likely would not survive.

Given the above, this is considered would result in an alteration to the site entrance and would change the character and appearance of the area, thereby having the potential to adversely impact on visual amenities of the area.

Residential Amenity: Relevant spacing standards between the existing and proposed dwellings should be adhered to as part of the final proposed site layout, however based on the submitted Illustrative Site Plan, this is considered could be achievable.

Access and Car Parking: Highway Authority objects to the proposal.

The submitted Site Layout Plan indicates the proposed access point serving both properties would be located further east, downhill from the existing access point.

This access appears to be approximately 3m wide which is considered inadequate to serve as a shared access. Any proposed shared access should be a minimum 4.8m width for a minimum distance of 5m behind the adjoining highway.

Required visibility splays are 2.4 x 25m in both directions measured to the centreline of the adjoining highway.

Proposed visibility splays would be 2.4 x 16.9m to the west and 2.4 x 15.5m to the east. The splays are considered to be inadequate.

Access to the site at the junction via Hoseley Lane has inadequate visibility in both directions, providing splays of approximately 2.4 x 18m to the north and 2.4 x 30m to the south. The required splays should be 2.4 x 90m in both directions, therefore representing a shortfall of 72m to the north and 60m to the south.

Access to the site at the junction via Wynnstay Lane has adequate lateral visibility, however forward visibility for vehicles accessing Pistyll Hill off Wynnstay Lane is considered to be poor.

Pistyll Hill is limited in its width, measuring approximately 2.5m wide. This would cause difficulty for the simultaneous passage of vehicles and a passing bay is recommended to allow passing of vehicles.

Although the site is located within the settlement boundary, the hedgerow running along the southern boundary of Pistyll Hill and the field beyond are located within designated open countryside and Special Landscape Area.

Any passing bay in this location would require removal and/or setting back of a defined section of hedgerow along this road which is considered would appear visually discordant and would not be supported from a planning perspective.

In light of the above, an additional dwelling and subsequent increase in vehicular movement along Pistyll Hill as well as the surrounding highway network would result in highway safety impacts sufficient to warrant refusal of the scheme.

The visibility splays required either side of the proposed site access are inadequate, resulting in restricted visibility at the site access with Pistyll Hill, which would result in unsafe means of vehicular access onto the highway. To achieve the visibility would require removal or setting back of a section of hedge which is considered would adversely impact on the character and appearance of the area. The proposal would fail to accord with UDP Policy GDP1 (d) and (a).

The development would be likely to result in a material increase in the volume of traffic using Pistyll Hill and its junction at Hoseley Lane where inadequate lateral visibility is available. There is substandard forward visibility at the junction of Wynnstay Lane and Pistyll Hill. An increase in vehicular traffic as a result of this development would result in risk of additional danger to all road users. The proposal would fail to comply with UDP Policy GDP1 (d).

Ecology: No objection from NRW or the Council's Ecologist.

Trees: The submitted Tree Report is a copy of the report which accompanied the previous application submitted under P/2018/0599 and therefore the contents of which are not entirely applicable to the revised scheme.

The relocation of the garages for both dwellings presents an increased incursion into the determined root protection area of a number of valued trees, and raises the risks of direct root damage and future conflict and nuisance which is not considered to be acceptable to those trees identified for retention.

The Tree Officer objects to the application on the grounds that it may compromise the health, longevity and amenity of trees identified for retention.

CONCLUSION

The proposal is considered would result in highway safety impacts, sufficient to result in refusal of the scheme.

The visibility splays required either side of the proposed site access are inadequate, resulting in restricted visibility at the site access with Pistyll Hill, which would result in unsafe means of vehicular access onto the highway. To achieve the visibility would require removal or setting back of a section of hedge which is considered would adversely impact on the character and appearance of the area. The proposal would fail to accord with UDP Policy GDP1 (d) and (a).

The development would be likely to result in a material increase in the volume of traffic using Pistyll Hill and its junction at Hoseley Lane where inadequate lateral visibility is available. There

is substandard forward visibility at the junction of Wynnstay Lane and Pistyll Hill. An increase in vehicular traffic as a result of this development would result in risk of additional danger to all road users. The proposal would fail to comply with UDP Policy GDP1 (d).

RECOMMENDATION: That permission be REFUSED.