

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0059	Your Ref:	MP/P/2017/0059
Date:	8 th February 2017		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 346 551 Station House, Gresford Hill, Gresford, Wrexham.

Development: Division of Station House into 2 no. semi-detached houses (Station House / Temple Meade) – In Retrospect.

I refer to your consultation dated 30/01/2017 in respect of the above

The proposed development site is located off the B5373 Gresford Road which is a classified road subject to a 40mph speed limit. However, a speed survey carried out on 19/04/2006 in connection with planning application ref: P/2007/1260 @ Min y Dyffryn, determined 85th percentile speeds of 25mph for vehicles travelling towards Llay and 27mph for vehicles travelling towards Gresford. The prevailing speed limit at that time was 30mph.

Based on these speeds, Manual for Streets would normally require any proposed access / junction to provide visibility splays of 2.4 x 37m to the north west and 2.4 x 33m to the south east measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Visibility from the existing access / junction serving the development site is adequate providing splays in excess of 2.4 x 37m in the north westerly direction and in excess of 2.4 x 33m in the south easterly direction measured to the nearside edge of the adjoining highway.

The development site itself is accessed off Gresford Hill which is a narrow, unclassified road subject to a 40mph speed limit. However, I assume that typical speeds would be around 10 – 15mph along this lane given the geometry of the road.

Gresford Hill is 4.5m wide for the first 5m behind at the junction with Griffin Hill and can accommodate 2 no. cars side by side clear of Griffin Hill.

Gresford Hill is typically less than 4.1m wide and cars would struggle to pass each other except for the short section on the bend approximately 50m from the main junction with Griffin Hill. This is wider than 4.1m but is not all surfaced with hard bound materials.

Gresford Hill has no formal turning area for larger delivery / refuse vehicles. I assume such a facility was previously available in the past when the property possibly served as a railway station.

It would appear that adequate parking and turning provision (for cars) is available for both dwellings within the curtilage of the site.

Given the narrow nature of Gresford Hill and lack of formal turning area, I would not normally support any proposed development that is likely to result in any significant increase in vehicle movements for the above reasons. However, I understand that the original property comprised 7 bedrooms and the proposed 2 no. dwellings comprise 3 and 4 bedrooms.

Given that the proposed development is unlikely to generate any significant increase in vehicle movements compared with existing, I would raise 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.

Note to Applicant:

Public Footpaths Nos. 5 & 7 - Gresford pass through / close to the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.



 Service Manager Environment