

MEMORANDUM

From: Service Manager Environment **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2015/0743 **Your Ref:** JS/P/2015/0743
Date: 9th November 2015

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 335 532 59 Bluebell Lane, Pandy, Wrexham.

Development: Outline application to erect 1 no. dwelling and new access.

I refer to your consultation dated 08/10/2015 in respect of the above.

The proposed development site is located on an unclassified, residential road (cul de sac) subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 15mph given the geometry of the road.

Visibility

Bluebell Lane is subject to a 30mph speed limit along this section. Any proposed / existing junction in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility at the junction of the estate road (Bluebell Estate) onto Bluebell Lane is adequate in the north easterly direction providing a splay in excess of 2.4 x 56m measured to the nearside edge of the adjoining highway. However, visibility in the south westerly 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 in that the required splay would need to cut across 3rd party land (ie/ corner property).

I would therefore not normally wish to support any proposed development that is likely to result in an increase in vehicle movements through this sub-standard access / junction.

Estate Road Layout

The existing carriageway width is typically 3.1m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. The cul de sac already serves 8 no. dwellings.

The existing turning head at the end of the cul de sac is sub-standard being only 6.2m wide and struggles to accommodate turning by cars. Larger delivery vehicles including refuse vehicles would not be able to turn within this area.

I would therefore not normally wish to support any proposed development that is likely to result in an increase in vehicle movements off this existing cul de sac.

Proposed Access

It would appear possible to construct a new access which could accommodate parking for both the new dwelling and existing dwelling. However, vehicles would struggle to maneuver in and out of such an access given the restricted width of the existing carriageway (3.1m) and existing footways (0.8m both sides).

The existing estate road does not comply with current adoptable highway standards.

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

1. **There is restricted visibility at the junction of the estate road with Bluebell Lane in the south westerly direction and increased use would increase the likelihood of danger to road users.**
2. **The geometry of the estate road appears to be insufficient to accommodate feasible turning for delivery vehicles / refuse vehicles.**
3. **The geometry of the estate road appears to be insufficient to accommodate the simultaneous passage of 2 no. vehicles.**



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