June 2024

Highway Statement

Proposed new access to provide off road parking

15 Pant Hill
Rhos
Wrexham
LL14 2DB



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1. Existing Site Layout

The site is located on the B5097 Pant Hill; a classified highway subject to a 20-mph speed limit. The 20 - mph limit has been in place for a number of years; well before the Welsh Government introduced the recent 20 mph restrictions. It is therefore highly unlikely to be affected by the current review of the 20 mph limits across the county.

The existing site consists of a single detached dwelling with no parking provision on site. There are double yellow line road markings across the site frontage which prevents parking along Pant Hill between the roundabout junction to the north east at Stryt Las and the junction to the south west called Lower Mountain Road.

The owners of 15 Pant Hill are therefore unable to park anywhere near their own property. They have to park in Cae Daniel – 150m away to the north east along Stryt Las. It is a far from ideal scenario for a family.

There is a 1.7m wide footway fronting the site along Pant Hill. There is a 1m pedestrian path from the footway to the front door of the property. There is a 6.8m wide front garden with a concrete block boundary wall of approximately 2m high retaining the garden behind the footway.

2. Development proposals

It is proposed to construct a new access to provide a driveway for off road parking for one vehicle.

The driveway will be a minimum 3.3m wide extending to 4.1m width toward the highway boundary.

There is more than adequate space provided to allow manoeuvrability into and out of the site without the need to interfere with free flow of traffic on the adjoining highway.

Visibility to the south east will measure 2.0 x 25m to the nearside edge of the highway and will therefore be concurrent with Welsh Government guidelines contained in Manual for Streets 2.

MfS 2 guidance states that it is sometimes appropriate to use a 2.0m setback for single accesses in areas where traffic speeds are low; but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance and to manoeuvre around it without undue difficulty, should be considered.

In this instance the proposed access is highly visible from some 50m away to drivers approaching the site from either direction due to the curvature of the road.

To provide additional reassurance, a visibility to the south east has been shown on the submitted plans; these show a measurement of 2.4 x 25m to the nearside edge of the highway. This splay is shown over the low wall of the neighbouring property. Whilst it is usually necessary to ensure that splays are taken under land under the control of the applicant, the wall in this instance is kept below 1m to allow adequate visibility from the access to number 19. There is therefore very little likelihood of that wall ever being altered; thus, the visibility splay proposed for the new access is secure in perpetuity.

To the north east a splay of 2.0 x 25m to the nearside edge is achievable; it is shown on the submitted plans and is concurrent with Welsh Government guidelines contained in Manual for Streets 2.

At 2.4m a splay of 53m is achievable to the centre line of the carriageway.

The exit leg of the roundabout to the northeast of the site is just 65m from the proposed site access. The proposed site is actually visible from a vehicle leaving the roundabout.



Any vehicle leaving the roundabout on to Pant Hill will be travelling on the correct side of the road. The likelihood of anyone overtaking on the short stretch of road between the roundabout at Stryt Las and the site access is negligible so in reality, and in accordance with Welsh Government guidelines the visibility splay can be taken to the centre line of the carriageway.

The 2.4m x 53m splay referred to in this instance is therefore measured to the centre line rather than the nearside edge of the carriageway. This is entirely appropriate.

Manual for Streets paragraph 7.7.5 states that ‘some circumstances make it unlikely that vehicles approaching from the left will cross the centre line of the main arm - opposing flows may be physically segregated at this point for example. If so the visibility splays to the left can be measured to

the centre line of the main arm the guidance is also provided at paragraph 10.5.5 of MfS 2

In this instance the presence of the roundabout itself physically segregates traffic.

Whilst the possibility of a driver overtaking in a 20-mph zone cannot be completely discounted it is unlikely such a manoeuvre would take place. The same principle can be applied to dual carriageways as well as roundabouts. The possibility that a driver may travel the wrong way along a dual carriageway or around a roundabout cannot be discounted but it is not necessary to design for such eventualities as in practice such occurrences are unlikely. The test applied to MfS is for something to be unlikely and not impossible. Physical segregation is given as an example of circumstances but it is not the only condition that satisfies the test.

The rational / guidance in MfS2 is reiterated almost verbatim in TAN 18 at paragraph B4.

The splays demonstrated on the submitted plans are therefore considered to be more than adequate for the proposed access. As previously mentioned, it should be noted that due the favourable curvature of the road, the proposed access will be visible to drivers approaching from both northerly and southerly direction for a distance of approximately 55m. The site will therefore comply with all guidelines provided by Welsh government.

WCBC guidelines recommend that any new access off a classified highway provide a turning facility to allow vehicles to enter and leave the site in a forward gear. It is acknowledged that there is no space on site to provide an off-road turning facility.

However, it is noted that the immediate neighbouring property has a driveway with no turning facility provided.



Given the presence of an existing access with the same lack of turning facility in such close proximity to the site it would seem unreasonable to object to the proposal. This is a principle previously established on scores of applications within the county borough.

The crashmap statistics attached at appendix A demonstrate that there hasn't been a single recorded accident of the stretch of road within the past 10 years; thus, demonstrating that the road is inherently safe.

The removal of the retaining wall across the site frontage will also provide significant benefit to visibility at the access to the neighbouring property no. 19 Pant Hill thus enhancing safety along the highway.

A dropped footway crossing will be constructed in full accordance with WCBC highway standards by a competent contractor.

The access will be surfaced in a bound material to ensure that no deleterious material is discharged onto the highway.

An ACO drain will be installed to ensure that no private water is discharged onto the highway.

3. Conclusion

- 15 Pant Hill has no existing parking provision and the owners have to park 150m away from the property.
- The proposed access provides visibility in accordance with Welsh Government guidance.
- There are no accidents recorded along Pant Hill in the past 10 years demonstrating the road is inherently safe
- The access will be wide enough to allow excellent manoeuvrability into and out of the site without detrimentally impacting on the throughflow of traffic
- Although there is no room to provide a turning area it was noted that the house next door has a driveway with no turning area. It's perfectly reasonable therefore to support the proposed driveway without a turning facility where there is a precedent set immediately adjacent to the site.
- The existing boundary wall restricts visibility from the neighbouring access and by removing it visibility will be increased thereby benefiting highway safety.

Given that the proposed access is demonstrated to meet all relevant guidelines there is no reason to object on highway grounds.

APPENDIX A


B5097
Stryt Las
Cae Daniel
Hide
Location:
pant hill wrexham
Years
10 of 24 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
Incident Severity
Slight Serious Fatal
No results found