

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0692 **Your Ref:** PF/P/2016/0692
Date: 3rd August 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 330 451 Pen y Fron Farm, Gyfelia, Wrexham.

Development: Conversion of farm building to single dwelling, alterations to existing vehicular access, installation of septic tank and associated works.

I refer to your consultation dated 20/07/2016 in respect of the above.

The proposed development site is located on the B5426 which is a classified road subject to a 50mph speed limit.

Based on such speeds, TAN 18 would normally require any proposed / existing access to provide visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access onto the B5426 is currently sub-standard providing visibility splays of approximately 2.4 x 13m to the west and 2.4 x 11m to the east measured to the nearside edge of the adjoining highway. Visibility is currently impeded by the existing boundary wall pillars and hedgerow either side of the access.

The submitted layout plan (Drg. No. RPP/RC-JOB30-030 Rev A) indicates improvements to the existing access which includes proposed visibility splays of 2.4 x 160m in both directions. However, it is unclear as to whether the applicant has control of the land either side of the access over which such splays would cross. **Could you please ask the applicant to clarify this detail.**

It would only appear possible to provide a splay of approximately 2.4 x 120m measured to the nearside edge of the adjoining highway in the westerly direction due to the geometry of the road (ie/ bend). The full extent of the required splays has not been indicated on the submitted layout plan. **Could you please ask the applicant to provide a suitably scaled layout plan indicating the full extent of the required splays.**

Adequate forward visibility for vehicles travelling in an easterly direction approaching vehicles waiting to turn right into the access would normally be required providing a stopping sight distance (SSD) of 160m. Details of the available forward visibility has not been provided on the submitted layout plan.

However, it would only appear possible to provide a forward visibility splay / stopping sight distance of approximately 65m for vehicles approaching the access from the westerly direction given the geometry of the road.

The proposed widening of the existing access to 5.5m for the first 10m behind the adjoining carriageway would be a benefit in highway terms.

However, although there maybe scope to significantly improve lateral visibility from the existing access, there would not appear to be scope to significantly improve forward visibility. The lack of adequate forward visibility is of particular concern given typical vehicle speeds along this section. I would there not wish to support any proposed development that would result in an increase in vehicle movements through this sub-standard access.

Proposed parking and turning provision within the curtilage of the site appears adequate.

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

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

Peter Donnan

PN

Service Manager Environment