

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0230

Your Ref: MP/P/2011/0230

Date: 7TH April 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 504 410 Redbrook Grange Barns, Redbrook Grange, Whitchurch Road, Wrexham.

Development: Conversion of barn into two residential dwellings with associated highway improvements, landscaping and external works.

I refer to your consultation dated 05/04/2011 in respect of the above.

The proposed development site is located on the A525 Whitchurch Road which is a classified road subject to a 60mph speed limit.

TAN 18 would normally require any proposed / existing access to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction.

The required splays / stopping sight distance is measured from a driver's eye height of 1.05m to an object height of between 0.26m and 1.05m above the road surface in accordance with the Design Manual for Roads and Bridges – Volume 6 Section 2 Part 7 TD 41/95.

Visibility from the existing access is currently inadequate in both directions providing splays of approximately 2.4 x 18m to the east and 2.4 x 16m to the west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

I understand that it is proposed to maintain the height of the existing hedgerow to the west of the existing / proposed access to a height of 800mm and setback the hedgerow on the eastern side of the access to improve visibility.

However, although it may be possible to achieve the required visibility in the westerly direction by modifications to the existing hedgerow, it does not appear possible to provide adequate visibility from the proposed access in the easterly direction given the vertical deflection of the road. Visibility in this direction appears to fall significantly short of the requirements of TAN 18.

I would therefore not support any proposed development that is likely to result in an increase in traffic movements utilising this substandard access. It is considered that the proposed development will result in an increase in vehicle movements at the site compared with previous traffic generation levels.

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

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

Note

Public Footpath no. 22 – Iscoyd is located to the west of the development site and must not be interfered with.

A handwritten signature in black ink, appearing to read 'J. M. P.', is positioned above the title.

Infrastructure and Planning Manager