

MEMORANDUM

From: Infrastructure and Planning Manager **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2011/0042 **Your Ref:** SJG/P/2011/0042
Date: 10TH February 2011

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 419 462 Land to rear of 1 Church View, Church Lane, Worthenbury, Wrexham.

Development: Construction of 1 no. detached two storey dwelling with attached garage and 1 no. two storey dwelling with attached granny annexe and detached garages.

I refer to your consultation dated 27/01/2011 in respect of the above.

The proposed development site is located on Church Road which is an unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 15m to the north west and 2.4 x 18m to the south east.

Any proposed shared access would also be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

Pedestrian visibility from the existing access is inadequate in the north westerly direction providing a splay of approximately 2.4 x 2m and 2.4 x 3.3m in the south easterly direction.

The existing access serving the development site currently appears to serve both Church View and School House including a field / paddock to the rear of the site. Public Footpaths nos. 7 & 12 also run through the development site and would need to be protected as part of any proposed development. I understand that planning consent has already being granted (ref: P/2006/0258) to erect a single dwelling to the rear of Church View.

This development was only supported based on proposed improvements to the existing substandard access. These improvements included widening of the existing shared access, improving pedestrian visibility splays and optimizing lateral visibility splays within site limits.

The submitted plan (Drg. No. 872/1) indicating proposed access improvements indicates the provision of a 4.8m wide access and the provision of splays of 2.4 x 33m to the north west and 2.0 x 33m to the south east measured to the nearside edge of the adjoining highway.

However, having visited the site on 09/02/2011 it would only appear possible to provide the following visibility splays from the proposed 4.8m wide access:-

- Approximately 2.4 x 18m to the south east and 2.4 x 25m to the north west measured to the nearside edge of the adjoining highway.
- Approximately 2.0 x 25m to the south east and 2.4 x 56m + to the north west measured to the nearside edge of the adjoining highway.

Although, TAN18 / Manual for Streets does allow for a reduced "x" distance of 2.0m in some lightly trafficked and slow speed situations, this will mean that the front of some vehicles will protrude slightly into the running carriageway. 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.

The section of carriageway immediately to the north west of the access is only 4.2m wide. If an "x" distance of 2.0m is accepted, any vehicle approaching the proposed access from the north west would need to move towards the centre of the carriageway to avoid any protruding vehicles coming out of the shared access.

Any vehicles travelling in the opposite direction from the south east at the same time would therefore be unable to simultaneously pass the oncoming vehicle due to the restricted carriageway width in this location. One of the vehicles travelling along Church Road would therefore have to stop to avoid collision. The existing 1.8m high boundary wall on the opposite side of the road directly opposite the shared access exacerbates such an event by reducing the available forward visibility should the oncoming vehicle travelling from the north west move over to the centerline of the road to avoid overhanging vehicles.

The relaxation of the "x" distance (setback) to 2.0m would not be considered acceptable in this instance.

Although the proposed development would be served off an unadopted access road, a development of this size would normally be required to provide a communal turning facility available to all users of the access road including delivery vehicles. Such a turning facility has not been demonstrated on the submitted layout plan.

I would therefore not normally support any proposed development that is likely to result in an increase in vehicle movements utilising this substandard access. It is assumed that the proposed development will result in an increase in vehicle movements at the development site.

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

1. **There is restricted visibility at the proposed access and increased use would increase the likelihood of danger to road users and pedestrians.**
2. **The submitted layout plan does not indicate the provision of a suitable communal turning facility within the curtilage of the development site.**

A handwritten signature in black ink, appearing to read 'Dmitry' or similar, with a stylized flourish at the end.

Infrastructure and Planning Manager