

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0288 **Your Ref:** SEH/P/2010/0288
Date: 22nd April 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 398 485 Top House Farm, Bowling Bank, Wrexham.

Development: Barn conversion.

I refer to your consultation dated 09/04/2010 in respect of the above.

The proposed development site is located on the corner of Sun Lane and the B5130 Holt Road.

The B5130 Holt Road is a rural, classified road subject to a 60mph speed limit. Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. The required visibility splays have not been demonstrated on the submitted layout plan.

Forward visibility providing a stopping sight distance of 215m would also normally be required for vehicles approaching from the south west. The required visibility splay has not been demonstrated on the submitted layout plan.

I understand that the applicant wishes to convert the existing barn onto a residential dwelling and access the dwelling off the B5130 Holt Road. Although there is an existing dropped kerb (approximately 8m wide) fronting the development site along the B5130, there is currently no access at this location. The frontage of the site is bounded by a hedgerow / fence.

Visibility from the proposed access is currently inadequate providing splays of approximately 2.4 x 25m to the south west and 2.4 x 6m to the north east measured to the nearside edge of the adjoining highway. Visibility is currently impeded by the existing hedgerow along the frontage of the site. If the existing hedgerow were to be removed / lowered / setback, it would appear possible to achieve the required visibility splay in the north easterly direction. However, given the vertical alignment of the road in the south westerly direction, it would only appear possible to achieve a visibility splay of approximately 2.4 x 130m measured to the nearside edge of the adjoining highway.

It would also only appear possible to achieve forward visibility providing a stopping sight distance of approximately 130m for vehicles approaching from the south west. The unobstructed splays would need to provide clear visibility from a height of 1.05m above the proposed access point to an object height at 215m of 0.26m upwards above the road surface. Such splays do not appear possible given the vertical alignment of the road in the south westerly direction.

I would therefore be unable to support any proposed additional development served by an access onto the B5130 in this location.

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

1. **The required visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18 have not been demonstrated from the proposed access on the submitted layout plan.**
2. **The required forward visibility splay providing a stopping sight distance of 215m for vehicles approaching from the south west has not been demonstrated on the submitted layout plan.**

However, if the applicant were to carry out a speed survey at the proposed development site to determine 85th percentile speeds along this section and demonstrate the required lateral and forward visibility splays on a suitably scaled layout plan, then further consideration could be given to the proposed development.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.



Operational Manager Traffic & Transportation

