

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0137 **Your Ref:** KH/P/2020/0137
Date: 2nd September 2020

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

Location: O. S Grid Ref: 340 555 Singrett Cottage, Singrett Hill, Gresford Road, Llay, Wrexham.

Development: Widening of existing entrance by 3.5m to enable new driveway to be constructed to Singrett Cottage, removal of existing wall and replacement with new to match the existing and erection of wooden cabin at front of property.

I refer to your consultation / email dated 11/08/2020 in respect of the above.

The proposed development site is accessed off the B5373 Gresford Road which is a classified, rural road subject to a 40mph speed limit. Although typical speeds of vehicles travelling from the south are considered likely to be 40mph, I would estimate typical vehicle speeds of vehicles travelling from the north at around 35mph given the geometry of the road.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 105m in the northerly direction and 2.4 x 120m in the southerly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Any existing / proposed access in this location would also normally be required to provide adequate forward visibility providing a stopping sight distance (SSD) of 105m for vehicles approaching the access from the north to stationary vehicles waiting to turn into the site.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 82m in the northerly direction and 2.4 x 23m in the southerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing vegetation / trees.

The proposed widening of the access in the southerly direction is considered likely to result in reduced visibility in the southerly direction. Forward visibility may also be affected in that stationary vehicles will sit further around the bend at the bottom of the hill whilst waiting to turn into the site. The applicant has not demonstrated existing / proposed lateral and forward visibility splays from the existing / proposed access points to ensure that visibility at the access is made no worse than existing.

The existing visibility splays are significantly short of current highway standards.

The existing access is approximately 11m wide reducing to 4.1m at a distance of 5m behind the edge of carriageway. The access would be considered to be a shared access for which I would normally recommend a minimum width of 4.8m for a distance of 5m behind the adjoining highway. However, any proposed widening should not be detrimental in respect of existing visibility.

I would therefore not normally be able to support any proposed development that is likely to result in any reduction in available visibility at the existing / proposed access.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke at the end.

Chief Officer Environment & Technical