

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0669 **Your Ref:** SEH/P/2019/0669
Date: 22nd January 2020

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

Location: O. S Grid Ref: 370 402 Jonell, Queensbridge, Overton, Wrexham.
Development: Conversion of barn to form dwelling together with single storey extension.

I refer to your consultation / email dated 20/01/2020 including revised layout plan (Drg. No.B128/007 Rev B) in respect of the above.

The proposed development site is located on the A528 which is rural, classified road subject to a 50mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN18.

Adequate forward visibility would also normally be required for vehicles approaching the access heading south providing a stopping sight distance of 160m.

Existing Access (serving existing dwelling)

The existing access is 6.5m wide, hard paved with gates setback in excess of 10m behind the adjoining highway.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 50m to the north (hedgerow recently trimmed back) and 2.4 x 150m to the south measured to the nearside edge of the adjoining highway. Visibility is impeded in the northerly direction by the existing hedgerow. Visibility is restricted in the southerly direction by the existing hedgerow / bend in the road / vertical alignment of carriageway.

I would normally therefore be unable to support any proposed development that is likely to result in an increase in vehicle movements through this substandard access.

Proposed Access (serving existing paddock)

The existing access is approximately 4.7m wide, unsurfaced (grassed), with gates setback approximately 4.7m behind the carriageway edge.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 10m to the north and 2.4 x 105m to the south measured to the nearside edge of the adjoining highway. Visibility is impeded in the northerly direction by the existing hedgerow / chevron signs and bend in the road beyond this point.

Visibility is restricted in the southerly direction by the existing hedgerow / bend in the road / vertical alignment of carriageway.

Forward visibility for vehicles approaching the access from the north is approximately 62m restricted by the horizontal alignment of the road (bend / cuts across 3rd party land).

The revised layout plan appears to indicate the closure of the existing sub-standard access serving the existing dwelling. The submitted plan indicates the use of the existing paddock access as a shared access to serve the existing dwelling and the proposed barn conversion. **However, this would not be supported given that the existing field access has sub-standard visibility and would result in the intensification of use of this access.**

The submitted layout plan indicates visibility splays from the improved southerly access of 2.4 x 132m in the northerly direction and 2.4 x 121m in the southerly direction measured to the nearside edge of the adjoining highway. Although this represents an improvement compared with existing, it still falls short of the required standard ie/ 2.4 x 160m visibility splay.

Although previously requested, the submitted layout plan does not indicate the available forward visibility splay (under the applicants control) for vehicles approaching from the north to a vehicle waiting to turn right into the site. However, the available forward visibility for vehicles approaching the access from the north is approximately 62m restricted by the horizontal alignment of the road (bend / cuts across 3rd party land). Based on speeds of 50mph, such an access would normally require a stopping sight distance of 160m. I would therefore be unable to support the proposed shared access in this location. In order to support such an access in this location, the applicant may wish to enter into a legal agreement with the owner of Queensbridge Farm in order to secure appropriate forward visibility across this land on the bend. **Details of the proposed forward visibility in this location would need to be indicated on a revised layout plan for further consideration.**

However, the proposed splays still fall significantly short of the required splays. I would normally therefore be unable to support any proposed development that is likely to result in an increase in vehicle movements through this substandard access.

I assume that the existing paddock access currently generates very few vehicle movements.

As previously discussed, the applicant could carry out a speed survey along this section to determine 85th percentile speeds. This may determine speeds lower than the prevailing speed limit requiring reduced visibility splays.

Alternatively, the applicant could consider closing up the sub-standard paddock access and utilise the existing access serving Jonell as a shared access. I understand that the applicant has control of the land to the north of the site and could provide significant improvements by setting back the existing hedgerow along this section. Any land / verge required to provide appropriate visibility would need to be dedicated as highway.

If the applicant could provide an improved visibility splay of 2.4 x 120m in the northerly direction measured to the nearside edge from this access then this would offer a significant improvement to highway safety. I would recommend that the applicant also indicates the available forward visibility when approaching this access from the north on suitably scaled layout plan.

I await the requested information.

Parking and Turning Provision

Parking and turning provision for both the existing and proposed dwelling indicated on the submitted layout plan (Drg. No. B128/007 Rev B) appears adequate.

Peter D'Alessandro

h Chief Officer, Environment & Technical