

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: 16th December 2019

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 dated 13/10/2019 including revised layout plan (Drg. No.B128/007 Rev A) 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 13m to the north 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 retention of the existing sub-standard access serving the existing dwelling. The applicant may consider closing up this access and having a shared access at the existing field access position. However, this would not be supported given that the existing field access has sub-standard visibility (both lateral and forward 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 99m in the southerly direction and 2.4 x 132m in the northerly direction measured to the nearside edge of the adjoining highway. The existing highway sign would still appear to impede visibility in the northerly direction. The required visibility splay would need to include all of the carriageway.

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 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.

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 A) appears adequate.

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

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

Peter Oathwaite

PO

Chief Officer, Environment & Technical