

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:	3 rd February 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 03/02/2020 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).

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 D) appears adequate.

Proposed Shared Access (Drg. No. B128/007 Rev D)

I previously suggested that the applicant considered closing up the sub-standard paddock access and utilize 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 a significant improvement from this access in the northerly direction. Although the prevailing speed limit is 50mph, I suggested that a splay of 2.4 x 120m in the northerly direction would be considered a significant improvement to highway safety. This could have been achieved by setting back (not removing the existing hedgerow). Any land / verge required to provide appropriate visibility would need to be dedicated as highway.

I previously also recommended that the applicant indicated the available forward visibility for vehicles approaching this access from the north. I understand that our Ecologist is objecting to the loss of hedgerow required to achieve the suggested splay. Based on this, the applicant has offered to close up the existing paddock access and use the existing main access serving Jonell as a shared access. Given the issues raised in respect of the hedgerow, it is now proposed to increase visibility from this access in the northerly direction to 2.4 x 35 measured to the nearside edge of the adjoining highway.

I assume that the existing paddock access currently generates very few vehicle movements and therefore its closure would not be that significant. The proposed improvement to the northerly visibility splay from the existing access to 2.4 x 35m is considered to be minimal and is not considered to provide significant benefit to offset the potential increase in vehicle movements generated by an additional dwelling.

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 Douthett

u Chief Officer, Environment & Technical