

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0146 **Your Ref:** PF/P/2019/0146
Date: 22nd August 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 346 529 The Pikey, Pikey Lane, Gresford, Wrexham.

Development: Conversion of existing coach house into 1 no. dwelling, erection of double garage with external staircase leading to loft area and construction of new access.

I refer to your consultation / email dated 21/08/2019 including revised layout and access plans in respect of the above.

The proposed development site is located on Pikey Lane which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Access

Based on speeds of 30mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Any proposed / existing accesses in this location would also normally be required to provide forward visibility providing a stopping sight distance of 43m for vehicles approaching the proposed accesses from the north and forward visibility for cars waiting to turn right into the site to vehicles approaching from the south.

I understand that there are 3 access points for consideration ie/ The existing access serving The Pikey (marked A on site plan) which I assume also provides access to the existing coach house, the existing field gate serving the paddock (marked B on site plan) on the junction of Pikey Lane / Old Wrexham Road and the proposed access located between accesses A and B.

Existing Access (serving The Pikey)

Based on speeds of 30mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

This access is approximately 6.3m wide reducing to 3.7m wide at 4.2m behind the edge of carriageway. The access is gated at this point. The access is surfaced with loose bound materials.

Visibility from this access is inadequate in both directions providing splays of 2.4 x 5m to the north and 2.4 x 4m to the south measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing boundary walls and pillars.

I would suggest that the applicant considers carrying out improvements to this access to improve visibility in the interest of highway safety.

I would normally recommend any gates are setback a minimum distance of 5m behind the adjoining highway and any access being surfaced for a minimum distance of 5m with hard bound materials behind the adjoining highway. I would suggest that the applicant considers carrying out improvements to this access as detailed above in the interest of highway safety.

Existing Access (serving the paddock)

I have assumed typical speeds of around 30mph for vehicles travelling along Old Wrexham Road and around 25mph for vehicles travelling along Pikey Lane on the approach to the junction.

Based on speeds of 30mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Based on speeds of 25mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

This access is approximately 3.8m wide and is gated at 3.4m behind the edge of carriageway. The access is unsurfaced (grassed).

Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 8m to the south measured to the nearside edge and 2.4 x 19m to the north measured to the centerline of the adjoining highway (relaxed to centerline as approaching Old Wrexham Rd junction). Visibility to the north east along Old Wrexham Road is also inadequate providing a splay of approximately 2.4 x 35m measured to the nearside edge of the adjoining highway.

Visibility is impeded in both directions by the existing boundary hedges.

The location of this existing field access on the junction of Pikey Lane / Old Wrexham Road is not ideal. Although this access probably generates very limited vehicle movements, It is proposed to permanently close up this access which is considered a benefit in highway safety terms.

Proposed Access

The proposed new shared access will serve the new dwelling (coach-house conversion) and provide access to the existing paddock.

I have assumed typical speeds of around 30mph for vehicles travelling along this section of Pikey Lane. Based on speeds of 30mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

I would recommend that any proposed shared access in this location includes the following:-

- Provide visibility splays of 2.4 x 43 in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.
- Forward visibility providing a stopping sight distance of 43m for vehicles approaching the proposed accesses from the north and forward visibility for cars waiting to turn right into the site to vehicles approaching from the south.
- A minimum access width of 4.8m for a minimum distance of 10m behind the adjoining highway.
- No gates erected within 10m of the adjoining highway.
- Access surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway.
- Adequate parking and turning provision to serve both the paddock and the new dwelling.

The revised access layout plan does not correctly indicate the required lateral and forward visibility splays. However, it would appear possible to achieve the required splays subject to removal of existing hedgerow / vegetation either side of the proposed access. I would recommend that the verges required for the visibility splays are top-soiled and seeded.

*The revised access layout plan appears to indicate a shared access of less than 4m wide which is considered inadequate. I would recommend that an access of this nature is a minimum of 4.8m wide for a minimum distance of 10m behind the adjoining highway in the interest of highway safety. **I would recommend the applicant submits a revised layout plan indicating this detail.***

The applicant will need to apply for Section 184 consent to construct the new access (see note).

The revised access / layout plans indicate adequate parking & turning provision within the curtilage of the site.

I await the requested information.

Supplementary Notes

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

Note to Applicant

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the highway verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

P. A. F. 

Chief Officer, Environment & Technical