

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: 3rd October 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 02/10/2019 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 applicant has not indicated any existing / proposed visibility splays from the proposed access on the submitted layout plan (Drg. No. B128/006).

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. B128/006) 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.

Pete Oothwaite

PO Chief Officer, Environment & Technical