

Highways Report

Planning Application for
Conversion of Former Agricultural Outbuilding
To Form Single Dwelling,
Plas Eyton, Sontley,
Wrexham. LL13 0YD.
Planning Reference: P/2014/0577

For
Mr & Mrs J Davies

Statement prepared by
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1.0. Introduction.

This statement is prepared by Andrew Gough of Woodsyde Developments, an experienced Highway Engineer, a Fellow of the Institute of Highway Incorporated Engineers and a Member of the Chartered Institute of Highways and Transportation. This Statement considers the highway issues surrounding the development proposals for Planning Application for Conversion of Former Agricultural Outbuilding to form a single dwelling at Plas Eyton, Eyton. Consideration is given to the likely traffic generated by the development in relation to A5426 Bangor Road, the surrounding area and local highway network.

This is only the conversion of existing buildings and is a small development and as such the increase in traffic numbers will be relatively low and will not have significant transport implications. Accordingly therefore in line with Government guidance it is not necessary to prepare a Transport Assessment. For small schemes such as this, it is considered that only a simple report is necessary which outlines the transport aspects of the application.

2.0. The Proposals

The proposal is for the conversion of former agricultural outbuildings to form a single dwelling at Plas Eyton, with an improvement to the existing vehicular access off the B5426.

Vehicular and pedestrian access to the site shall be derived by significant improvement to the existing acute angled driveway off the B5426 in the village of Eyton. The access is sited towards the eastern boundary of the property along the frontage to the B5426 Bangor Road and within the 30mph speed limit.

The improved access to the site will be perpendicular to the existing highway carriageway and provided at an initial width of 5m for the first 10m to allow all vehicles to simultaneously enter and leave the site should this event occur. The access will thereafter be reduced to typically 3m up to the parking and turning area. The access will be provided with 6m junction radii. The remains of the existing access will be excavated and soiled and seeded.

The existing westerly access to Plas Eyton will be retained as existing to serve the existing dwelling.

3.0. Site Location.

The site lies on the western fringe of the Village of Eyton. The site has a frontage on to the B5426, which is the main road through the village and this road connects to the higher order roads of A483 to the west and A528 to the east.

The site falls within the existing 30mph speed limit in force through the village, which has a 20mph safe zone within the vicinity of the School. The 30mph zone is well signed and with red carpets and SLOW markings along the route.

4.0. Highway and Access Arrangements.

The property known as 'Plas Eyton' currently has two accesses off the B5426. The site will be split with the westerly access which is used daily for the existing house will be retained to serve the existing dwelling. Adequate turning facilities are available on-site in order that all vehicles can leave Plan Eyton in a forward gear.

The easterly access will serve the proposed converted outbuildings. This access is currently at an acute angle to the highway carriageway and visibility is partially impaired by the existing hedge along the site road frontage.

With regard to the improved access, appropriate level of junction visibility will be provided. This will accord with the Welsh Government Technical Advice Note (TAN) 18: Transport 2007. This document is one of a series of Technical Advice Notes (Wales) (TANs) which supplement "Planning Policy Wales".

The proposals seek to provide significant improvement to the geometric layout of the acute angle drive and by improving visibility in accordance with Table B of TAN 18 – Transport and in accordance with Manual for Streets. These documents are considered appropriate to this location as the site sits within the existing 30mph and on the edge of the village.

Table B advises that for an 85 percentile speed of 30mph or 48kph the visibility requirement or stopping sight distance should be 40m. Manual for Streets advises that the visibility stopping sight distance for 30mph (48kph) with an adjustment for a bonnet length should be 43m.

Drawing PE-AA-100 – Access Arrangements Plan indicates the proposed improvements and layout of the access to serve the conversion. The details indicate that the access will be slightly relocated to the west in order that the driveway can be provided perpendicular to the B5426 Bangor Road. The initial 10m of access is shown to be 5m wide, which will allow a vehicle to stand clear of the highway if the access is gated. Any gates will be minimum 5m from the edge of the highway carriageway. The access will be provided with 6m radii to enable vehicles to exist and enter the highway in a more efficient manner. The first 5m minimum will be provided in a tarmac finish.

The repositioning of the access will ultimately improve visibility to the east with this indicated to be 2.4m x 43m. The visibility in a westerly direction (traffic side) will require a part of the existing hedge to the site road frontage to be either set back or removed to secure the appropriate visibility of 2.4m x 43m. This has been suitably noted on the Access Arrangements Plan.

It is further noted that the speed limit on the approaches to the village and through the village are graduated, with the centre of the village set at 20mph, then the speed limit is 30mph and then this increases to 40/50mph and up to the national speed limit of 60mph. This gradual reduction/increase in the speed limit also seeks to reduce traffic speed in the built up areas along the B5426.

It is considered that the proposed visibility splays are appropriate to the speed limit in force along the site road frontage and accord with the principles of Manual for Streets from which Table A and B are sourced. Moreover these figures allow for the stopping sight distances being adjusted for bonnet lengths.

It is noted that until the recent past the property Plas Eyton was used as a bed and breakfast establishment, with a number of rooms available. From discussion with the applicant the existing access, (the subject of the proposed improvements) was used in relation to this and that there were no vehicular incidents in the vicinity of the access during this time. Moreover there have been no other incidents related to the access. It is considered that there may well have been a greater number of traffic movements associated with the B & B than will likely be generated by the conversion to one dwelling.

With regard to surface water drainage for the improved access, an existing gully is available to the existing access and this will be repositioned and used to prevent any potential ponding or surface water from the drive entering the highway carriageway.

5.0. Conclusion.

It is considered that the proposals for the conversion of the existing outbuildings for a single dwelling and the associated traffic this will generate will have no significant demonstrable harm to the safe movement and free flow of traffic on B5426. The site access falls within the existing 30mph speed limit, which forms a graduated approach to traffic speeds leading to the village centre, which has a 20mph zone.

The proposed improved access will allow simultaneous entry and exit of vehicles, with the access width being 5.0m for the first 10m and the bellmouth being provided with 6m radii. This arrangement will enable vehicles to pull off the highway without interrupting free flow along the B5426. It is considered that the proposals constitute a significant improvement to the existing acute angled drive.

It is considered that suitable junction visibility has been provided and improved to accord with the 30mph speed limit in force along the site road frontage and guidance provided in Tan 18 and Manual for Streets.

It is considered that given the small development there will not likely be a material increase in traffic movements on A5426. In this regard it is considered that the proposed development and likely traffic associated with it will have no significant demonstrable harm to the safe movement and free flow of traffic on the A5426 or the wider highway network.

It is considered that a safe and satisfactory improved access can be provided to serve this development and the Highway and Planning Officers are invited to share this view.