

Appeal Decision - web

P/2010/0347



The Planning Inspectorate
Yr Arolygiäeth Gynllunio

Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 01/03/11

gan Gareth A. Rennie MRTPI FRGS

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 06/04/11

Appeal Decision

Site visit made on 01/03/11

by Gareth A. Rennie MRTPI FRGS

an Inspector appointed by the Welsh Ministers

Date: 06/04/11

Appeal Ref: APP/H6955/A/10/2143402

Site address: Alma House, Alma Road, Froncysyllte, Llangollen, LL20 7RN

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mrs Jen Parratt against the decision of Wrexham County Borough Council.
- The application Ref LLR P/2010/0347, dated 22 April 2010, was refused by notice dated 14 June 2010.
- The development proposed is a new 2 bedroom dwelling.

Decision

1. I dismiss the appeal.

Main Issue

2. The main issue in this case is the effect of the proposal on highway safety.

Reasons

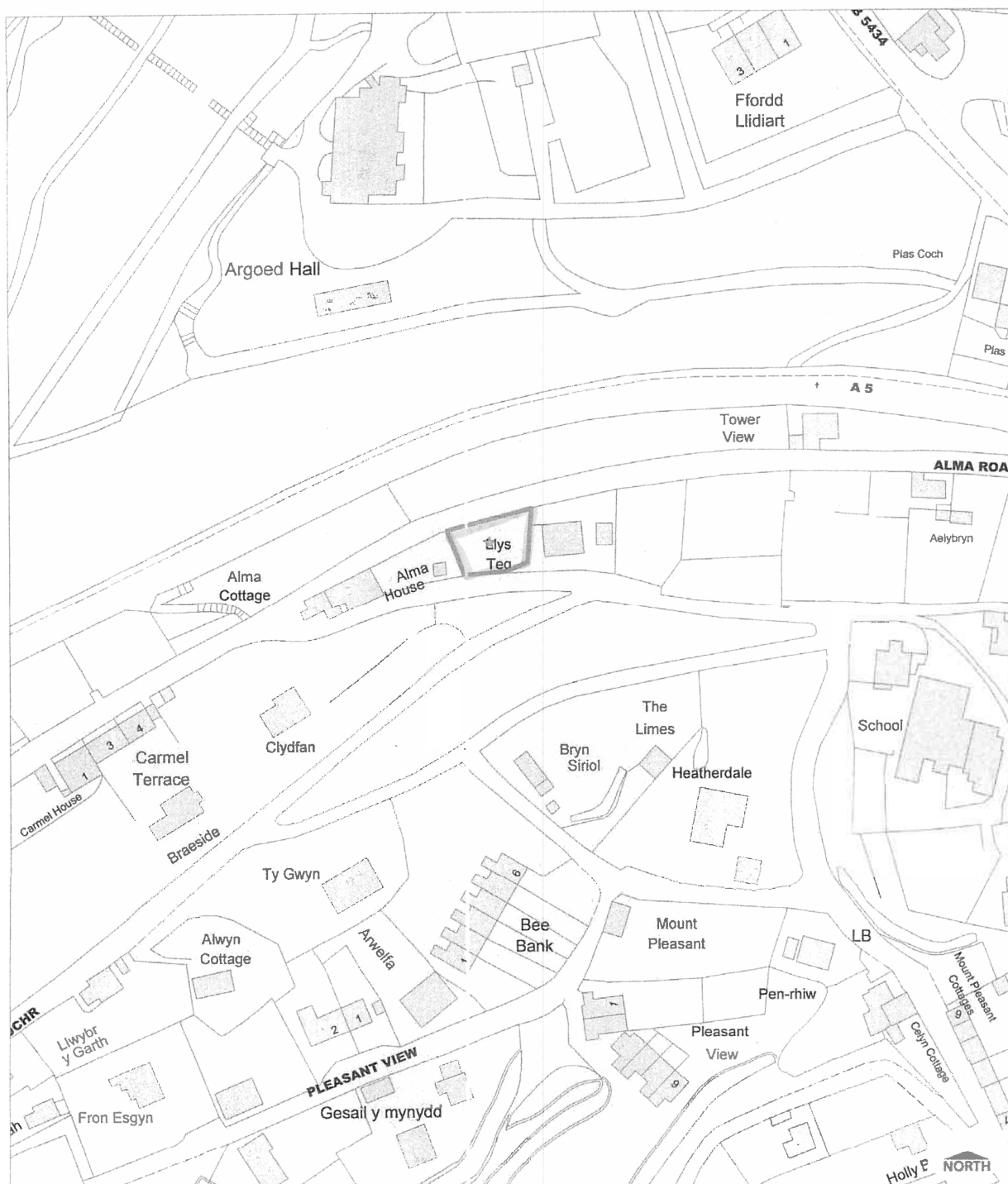
3. The appeal site is accessed by Alma Road, which is a narrow and very steep road that ascends from the A5 Llangollen Road towards the appeal site. Opportunities for vehicles to pass safely along Alma Road depend on a small number of intermittently available passing places, and there are few opportunities for pedestrians to step off the carriageway. Whilst speeds are likely to be low, the narrowness and steepness of Alma Road and the lack of footways means that conflict between vehicles, and especially between vehicles and pedestrians, would be very likely. Furthermore, Alma Road negotiates a tight bend with limited visibility just downhill of the appeal site which would contribute further to potential conflict. It may be the case that residents of Alma Road have come to terms with these difficulties, and that additional traffic generated by the proposed dwelling might not be great. However I consider the conditions along the Road to be highly unsatisfactory and that any additional traffic would lead to an unacceptable risk to road safety.
4. In addition the junction of Alma Road with the A5 is exceedingly difficult with very limited visibility to the left for vehicles emerging from Alma Road and a narrow junction. This could give rise to further conflict between traffic on both roads and cause vehicles wishing to turn into Alma Road to wait on the carriageway if any vehicles emerging from the junction were encountered. Whilst this is some distance from the appeal site, it is the most likely route for vehicles wishing to access the A5.

Traffic travelling uphill from the appeal site would face sustained narrow roads, tight bends and a nearby School before being able to access the A5. This would be sufficient to discourage all but the most determined of drivers. Consequently any additional traffic generated by the proposal would add to the use of a substandard junction resulting in a significant rise in the risk to highway safety at this point.

5. I conclude that the narrowness and steepness of Alma Road, and the lack of footways would result in conflict with other vehicles and pedestrians by vehicles serving the proposal which would result in a significant risk to road safety. In addition the proposal does not make any provision for vehicles to turn within the site in order to leave using forward gear. Any vehicles leaving the access in reverse gear would present a serious risk to road safety. Drivers would be reversing into traffic and also potentially putting pedestrians at risk. This adds additional significant weight to my previous conclusions.
6. The proposal would therefore be contrary to policy GDP1 of the Wrexham Unitary Development Plan (UDP). It also conflicts with national advice contained within Technical Advice Note 18, which seeks, amongst other objectives, to provide a safe public realm, and says that, amongst other factors, streets should not be unsafe.
7. I acknowledge that the proposed parking arrangements might remove some existing on-street parking, however the introduction of additional traffic and the lack of turning arrangements mean that overall the harm that I have identified would lead to an increased risk to road safety.
8. Consequently for the reasons given above and having considered all other matters raised I conclude that the appeal should be dismissed.

Gareth A. Rennie

Inspector



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10/01/2011
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SJ 2641

Appeal Site



P/2010/0347
Land adjacent to Alma House,
Alma Lane, Froncysyllte



