01 FEBRUARY 2026

Visibility Splay Assessment and Highways Planning Statement

Proposed Development: Planning application (existing access retained)

Site: Coach House, Green Street, LL13 9JF

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1. Introduction

This Planning Consideration Highways Visibility Splay Report has been prepared to support the planning application for the Coach House, Green Street, LL13 9JF. The purpose of the report is to assess the suitability of the existing vehicular access arrangements in highways terms and to clarify an apparent error within the submitted planning documentation, which has incorrectly referenced visibility splays applicable to the Coach House access.

The report draws upon the following adopted and material guidance:

- Wrexham County Borough Council Highways and Development Control guidance;
- *TAN 18: Transport* (Welsh Government);
- *Manual for Streets* (MfS and MfS2).

The assessment demonstrates that the existing access arrangements at the Coach House are appropriate for the prevailing road environment and traffic conditions, and that adequate visibility splays are achievable in accordance with national and local policy.

2. Site Location and Local Highway Context

The Coach House is accessed directly from Green Street, LL13 9JF. Green Street is located within an established residential area and is subject to a 20mph speed limit. The street environment is characterised by residential frontage, low vehicle speeds, and limited traffic flows.

Importantly, Green Street is now a dead-end road due to the narrow access arrangement at its northern extent. There is no longer a vehicular connection through to Bridge Street from South to North, which functions as the primary route for through traffic in the area. As a result:

- There is no opportunity for ‘rat-running’ or cut-through traffic;
- Traffic movements are limited almost entirely to residents, visitors, and service vehicles;
- Vehicle speeds are inherently low due to the street layout, residential character, and lack of onward connectivity.

This local context is a critical consideration when assessing visibility requirements and access safety and is fully consistent with the principles set out in both *TAN 18* and the

Manual for Streets, which emphasise that highway design should respond to place and function rather than rely solely on rigid standards.

3. Existing Access Arrangements

The existing vehicular access to the Coach House has been in long-standing use and has historically served significant traffic associated with the adjacent care home use. Despite this, there is no recorded evidence of highway safety issues arising from the access arrangement.

The access benefits from:

- A clearly defined junction with Green Street;
- Good intervisibility between drivers emerging from the site and approaching vehicles;
- A street environment that naturally moderates vehicle speed.

An attached plan shows the Ordnance Survey mapping for the site, existing boundary wall, and access point. The plan illustrates the achievable visibility splays from the access in both directions along Green Street.

4. Policy and Guidance Context

4.1 TAN 18: Transport

TAN 18 promotes a contextual, risk-based approach to highway design and access assessment. Section B.6 of TAN 18 confirms that:

- Visibility standards should reflect actual vehicle speeds rather than posted speed limits alone;
- Reduced 'X' distances may be appropriate in lightly trafficked or low-speed environments;
- Overly onerous standards should be avoided where they would undermine good placemaking without delivering measurable safety benefits.

TAN 18 explicitly recognises that in residential streets with low traffic flows, flexibility is appropriate where justified by site conditions and observed use.

4.2 Manual for Streets

The *Manual for Streets* places emphasis on the design of residential streets as places, not solely as traffic corridors. It confirms that:

- The standard ‘X’ distance at a junction is typically 2.4m;
- In lightly trafficked situations, an ‘X’ distance of **2.0m** may be acceptable;
- Visibility distances should be based on actual vehicle speeds, particularly within 20mph environments.

The guidance also acknowledges that forward visibility, driver behaviour, and the likelihood of conflict are influenced by the street environment, not simply geometric standards.

4.3 Wrexham County Borough Council Guidance

Wrexham County Borough Council highways guidance aligns with national policy by requiring safe and suitable access for all users, while allowing professional judgement to be exercised where local conditions clearly demonstrate low risk.

The Council’s approach supports the use of Manual for Streets principles within residential areas, particularly on minor roads with low traffic volumes and speeds.

5. Visibility Splay Assessment

5.1 Clarification of Error in Submitted Information

It appears that the planning application has mistakenly referenced visibility splays of **15m**, which do not relate to the Coach House access on Green Street. This figure does not reflect the actual site conditions or the applicable guidance for a 20mph residential street. Attached is a OS plan showing both 2.4m from the junction and 2m allowing for all considerations to the existing junction.

5.2 X-Distance

In accordance with *TAN 18* and *Manual for Streets*:

- A standard X-distance of 2.4m has been assessed from the edge of the carriageway;
- The plan demonstrates that this distance is achievable within the existing site layout.

From this 2.4m position (shown by the red line on the plan), visibility distances of approximately:

- 53m to the north, and
- 25m to the south

are available along Green Street.

5.3 Reduced X-Distance in Low Traffic Conditions

Both *TAN 18* (Section B.6) and the *Manual for Streets* confirm that in very lightly trafficked situations, a reduced X-distance of 2.0m may be appropriate.

A site visit was undertaken on 22 January 2026, between 12:00 and 15:00, during which only three vehicle movements were observed along Green Street. This level of activity is demonstrably low and is consistent with the dead-end nature of the road and its purely residential function.

Using an X-distance of 2.0m (shown by the yellow line on the 'Visibility Splays' plan), visibility of approximately:

- 48m to the south

is achievable, with visibility to the north remaining in excess of typical requirements for a 20mph environment.

These distances exceed the stopping sight distance associated with actual vehicle speeds on Green Street and provide adequate time for drivers to observe, react, and manoeuvre safely.

6. Highway Safety and Operational Considerations

The existing access has operated safely for many years, including periods when it served higher traffic demands associated with care home use. There is no evidence to suggest that the access presents an unacceptable risk to highway users.

Given:

- The 20mph speed limit;
- The residential character of Green Street;
- The dead-end layout and absence of through traffic;
- The extremely low observed traffic flows; and
- The achievable visibility splays in accordance with national guidance;

it is considered that the access arrangement is entirely appropriate in highway safety terms.

7. Conclusion

This highway planning consideration report demonstrates that the existing vehicular access to the Coach House, Green Street, LL13 9JF is safe, suitable, and compliant with

the principles of *TAN 18*, the *Manual for Streets*, and Wrexham County Borough Council highways guidance.

The previously noted 15m visibility requirement is not applicable to this site. Correctly assessed visibility splays, based on a 2.4m (and where appropriate 2.0m) X-distance, are achievable and appropriate for the low-speed, low-traffic residential context.

On this basis, there are no sustainable highway safety reasons to withhold planning permission. The existing access arrangements are considered safe and appropriate and are capable of satisfactorily accommodating the proposed development without resulting in harm to highway safety or the operation of the local highway network.