

**From:** [Flower, Kerry](#)  
**To:** [Perks, Matthew](#)  
**Subject:** Conversion of agriculture building to Dwelling, Land at Elm Leaze Farm, Keevil 18/04803  
**Date:** 03 July 2018 13:13:10

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Dear Matthew

I refer to the above planning application.

The submitted Site Plan indicates an achievable visibility splay of 2.4m by 43m; this is a sight line for a 30mph speed limit in accordance with guidance illustrated in Manual for Streets. Main Street would not be considered a 'Street' for the purposes of Manual for Streets guidance, therefore the visibility splays shall be in accordance with Design Manual for Roads and Bridges.

As you are aware, this proposal was subject to a preliminary enquiry whereby I suggested a visibility splay of 2m by 215m was required due to the location of the access along Main Street being subject to a 60mph speed limit. However, given the nature of the road I would not anticipate the 85<sup>th</sup> percentile of traffic speeds being 60mph; unless evidence can be provided to suggest otherwise, I would consider vehicles travelling at 40mph. In accordance with Design Manual for Roads and Bridges a visibility splay of 2m by 120m is required.

I invite the applicant to submit a revised plan illustrating the necessary visibility splay.

I note that the access adjacent to the north-east boundary provides better visibility, would this access be considered as an alternative?

If I can be of further assistance, please contact me.

Regards

**Kerry Flower MIHE**  
*Development Control Engineer*  
*Highways Development Control*  
*Sustainable Transport Group*

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**From:** Flower, Kerry  
**Sent:** 13 February 2018 11:44  
**To:** Taylor, James  
**Subject:** FW: PNCOU of agriculture building to Dwelling, Land at Elm Leaze Farm, Keevil 17/12489/PNCOU

Hi James

The section of Main Street that serves the site is subject to a 60mph speed limit therefore a visibility splay of 2m by 215m measured to the nearside carriageway edge is required.

I am aware that vehicles may not be travelling at such speed and the number of vehicles travelling along Main Street may not be excessive, however such data would need to be demonstrated to ascertain whether a reduction in the required visibility can be applied.

The proposed visibility is inadequate and I am particularly concerned about the available visibility in the south-western direction, the alignment of the hedgerow from the neighbouring land restricts the available visibility.

In view of the above, I would not be in favour of any increase in the use of the existing access. I acknowledge that the access is currently in use, however, the proposed dwelling would generate more vehicle trips than that of the current use.

If I can be of further assistance, please contact me.

Regards

**Kerry Flower MIHE**  
*Development Control Engineer*  
*Highways Development Control*  
*Sustainable Transport Group*

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**From:** Taylor, James  
**Sent:** 05 February 2018 12:47  
**To:** Flower, Kerry  
**Subject:** RE: PNCOU of agriculture building to Dwelling, Land at Elm Leaze Farm, Keevil 17/12489/PNCOU

Hi Kerry

I see that the plan you may have needed was not published to the web – here it is attached.

Can you take a look at this and if necessary pop back out to site to confirm if you think

this is acceptable.

I note it's a classified highway and subject to higher speed restriction levels than they acknowledge with the visibility splays shown on the plan. I was also sceptical about those visibility splays being achieved.....

Cheers, James

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**From:** Flower, Kerry  
**Sent:** 05 February 2018 12:01  
**To:** Taylor, James  
**Cc:** Developmentmanagement  
**Subject:** PNCOU of agriculture building to Dwelling, Land at Elm Leaze Farm, Keevil  
17/12489/PNCOU

Dear James

I refer to the above prior notification.

I acknowledge that the site could be served via two points of access off of 'Main Street', both of which are substandard in the western direction in terms of visibility.

As this is a PNCOU am I able to request a plan illustrating the proposed access if the development was permitted?

Many thanks

**Kerry Flower MIHE**  
*Development Control Engineer*  
*Highways Development Control*  
*Sustainable Transport Group*

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