

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2023/0578	Your Ref:	P/2023/0578
Date:	11/10/2023		

TOWN AND COUNTRY PLANNING ACT 1990

TRAWSNEWID CAPEL I ANNEDD / CONVERSION OF CHAPEL INTO A DWELLING

METHODIST CHAPEL KNOLTON OVERTON WREXHAM

Grid Ref: E 337841 N 338973

I refer to your consultation / email dated 27/09/2023 in respect of the above.

Access

The proposed development site is located on the A528 Overton Road which is a rural, classified road subject to a 50mph speed limit.

Based on typical speeds of 50mph, 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 TAN 18.

Visibility from the main access serving the development site / Eastwick Plant Centre car park is adequate in the northerly direction providing a splay in excess of 2.4 x 160m measured to the nearside edge of the adjoining highway. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 60m in the southerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in the southerly direction by the existing boundary hedge (3rd party land).

I would normally therefore be unable to support any proposed development that is likely to result in any significant increase in vehicle movements through this substandard access. The submitted Planning Statement appears to indicate that the proposed conversion will be ancillary to the main dwelling which is assumed not to generate any significant increase in vehicle movements. However, if the chapel was in use only two years ago as indicated in the submitted Planning Statement generating potentially the same or more vehicle movements than a typical dwelling, then I would raise no objections on highway grounds.

The existing / proposed access serving the development site is a minimum of 7.1m wide and is adequate to accommodate the simultaneous passage of 2 no. vehicles. The existing access is gated approximately 11.5m behind the adjoining carriageway and is paved with hard bound materials.

Parking & Turning Provision

There would appear to be adequate parking and turning space within the curtilage of the development site for the proposed development.

I therefore have no objections to the proposed development and recommend any permission include the following condition:-

CONDITION

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GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



Chief Officer, Environment & Technical