

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2011/0493	Your Ref:	JS/P/2011/0493
Date:	5 th August 2011		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref:370 419 The Brow, Overton on Dee, Wrexham.

Development: Refurbishment of existing stables and change of use to residential, demolition of existing garage and lower servant wing walls, creation of new extension to the stable wings and new terrace.

I refer to your consultation dated 18/07/2011 in respect of the above.

The proposed development site has an existing access onto the A539 Wrexham Road which is a classified road subject to a 30mph speed limit.

Any proposed / existing shared access in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing / proposed access serving the development site is adequate in the easterly direction providing a splay in excess of 2.4 x 56m measured to the nearside edge of the adjoining highway. However, visibility in the westerly direction is currently inadequate providing a splay of approximately 2.4 x 27m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing vegetation / hedgerow growing over the boundary wall. However, if this vegetation were to be removed, then it would appear that adequate visibility could be provided.

The existing access is approximately 15m wide, hard paved and is gated approximately 11m behind the adjoining carriageway and its dimensions would be considered adequate to serve as a shared access.

There would appear to be adequate parking and turning provision within the curtilage of the site to cater for 2 no. dwellings.

As the existing access suffers from inadequate visibility in the westerly direction I would normally recommend that the proposed dwelling is tied to the existing property to restrict the potential for any significant increase in vehicle movements.

Alternatively, if full visibility could be provided from this access in the westerly direction by removing the existing vegetation, then I would have no objections to the proposed development and would recommend the following condition:-

CONDITION

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

Supplementary Notes

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

Note to Applicant:

Public Footpath No.16 - Overton passes to the west of the development site and should not be interfered with.



Infrastructure and Planning Manager