

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0563

Your Ref: JS/P/2011/0563

Date: 22nd August 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 457 441 Dymocks Mill, Oldcastle, Malpas, Wrexham.

Development: Conversion of office and garage to dwelling.

I refer to your consultation dated 11/08/2011 in respect of the above.

The proposed development site is located on an unadopted road which accesses onto The Lane (Classified Road). The unadopted lane would appear to currently serve 4 no properties. This private access road is in poor condition with a number of potholes and would benefit from re-surfacing.

The unadopted road serving the development site accesses onto The Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Any existing access / junction of this nature would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing access / junction onto The Lane is adequate in the easterly direction providing a splay of 2.4 x 33m measured to the centerline of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 25m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

The existing access from the unadopted lane onto The Lane is approximately 4.5m wide which is considered adequate to serve the proposed development site.

I understand that the proposed building (former mill house) currently comprises a garage, kitchen, play room and domestic office.

I would therefore not normally support any proposed development that is likely to result in an increase in vehicle movements utilizing this sub-standard access and would recommend that the application be **REFUSED** for the following reason :-

There is restricted visibility at the existing access / junction onto the classified road and increased use would increase the likelihood of danger to road users.

However, if the applicant were to satisfactorily address the issue of visibility at the existing junction with The Lane then I would recommend that any permission include the following conditions:-

CONDITIONS

ZJ16 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions measured to the centreline 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.

ZJ08 ACCESS SURFACE (10 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

Supplementary Notes

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



MP Infrastructure and Planning Manager