

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0375

Your Ref: SEH/P/2011/0375

Date: 21st July 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 419 22 High Street, Overton, Wrexham.

Development: Alterations and single storey extension.

I refer to your consultation / email dated 19/07/2011 in respect of the above.

The proposed development site is located on the High Street which is a classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Although visibility appears adequate in the southerly direction, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 30m measured to the nearside edge of the adjoining highway, Visibility is impeded in this direction by the adjoining building (Butchers Shop).

Any proposed / existing access would normally be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

Pedestrian visibility from the existing / proposed access is inadequate.

The existing shared access is only 2.7m wide and cannot support the simultaneous passage of 2 no. vehicles. I would normally recommend that such an access is at least 4.5m wide with no gates being erected within 5m of the highway boundary.

There would appear to be a significant level of on-street parking along this section of the High Street which can affect the available visibility from the proposed access.

There is an existing tactile paved pedestrian crossing point immediately to the north of the proposed access point.

I understand that no. 22 and no. 22a High Street originally took the form of a single property. I understand that a planning application was received in May 1998 (planning ref: OVE CB02205) to convert the existing building into two properties which was refused by the Council. A planning appeal then followed (ref: APP/H6955?E/98/512310 – Jan 1999) which was allowed subject to conditions which included the provision of adequate parking and turning to the rear of the two dwellings.

However, I understand that the required parking / turning has never been provided and as a result there is no off street parking provision available at the site. Although there would appear to be a single garage inside the undercroft access, I understand that this is not used for off street parking. I understand that as more than 10 years has passed since the application / appeal decision, the Planning Authority is unable to pursue any enforcement action.

The proposed new building would appear to encroach on the proposed parking / turning area that was previously required by the conditions of the appeal. However, based on current standards, I would not consider the use of this access to be ideal given its inadequate width, lack of lateral / pedestrian visibility and proximity to the existing pedestrian crossing point.

In conclusion, the development site would therefore appear to currently operate without any off street parking provision. In reality, the proposed addition of one extra bedroom at no. 22 High Street is unlikely to have any significant detrimental effect on highway safety particularly given the width of the High Street which can easily accommodate parked vehicles on either side of the road whilst still maintaining 2 way flows.

I would therefore advise you that I do not intend to make any recommendations on highway grounds.

Supplementary Notes

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



Infrastructure and Planning Manager