

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0198 **Your Ref:** SEH/P/2020/0198
Date: 9th July 2020

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 366 407 Knolton Farm, Oswestry Road, Overton, Wrexham.
Development: Conversion of outbuilding into a dwelling and use of Dutch barn for garaging and domestic storage.

I refer to your consultation / email dated 01/07/2020 in respect of the above.

Access

The proposed development site is served off the B5069 Oswestry Road which is a classified road subject to a 60mph speed limit. However, a previous speed survey was carried out along this section in respect of planning application ref: P/2011/0202 (Knolton Farmhouse Cheese). This survey indicated 85th percentile speeds of 42.5mph for vehicles approaching from the southwest and 40.5mph for vehicles approaching from the north east. Based on stopping sight distances of interpolated from TAN 18 Annex B Table A, would equate to stopping sight distances of 113m and 105m respectively.

Adequate forward visibility for vehicles approaching the access from the north east would also be required. TAN 18 requires a minimum stopping sight distance of 105m based on the above speeds.

Visibility from the existing access serving the development site was previously inadequate providing splays of approximately 2.4 x 12m in the north easterly direction and 2.4 x 21m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing boundary wall / hedgerow.

However, the applicant has recently carried out improvements to the access to maximise visibility from the access including modifications to existing hedgerows and boundary walls and installation of temporary kerb radii (using loose setts) to modify the geometry of the access.

The recently implemented access improvements now provide improved visibility splays in excess of 2.4 x 120m in the south westerly direction and 2.4 x 79m in the north easterly direction measured to the nearside edge of the adjoining highway. This offers a significant improvement in highway safety terms.

If the proposed development is to be supported, the temporary alterations to the kerb radii would need to be made permanent with appropriately secured kerbing / verges beyond.

The applicant has indicated that any HGVs utilising this access would cease and would be directed to the recently improved splayed access located further along Oswestry Road to the south west serving the Knolton Farmhouse Cheese Factory. A sign has since been erected on the existing gates referring to the above. However, these gates are setback a considerable distance from the carriageway and the sign is unlikely to be visible to drivers approaching the access.

I would recommend that a condition is included requiring appropriate signage (private) is erected at the access closer to the main access (just behind highway boundary) to re-direct HGVs to the alternative access.

Parking and Turning Provision

The proposed 4 bedroomed property would require a maximum of 3 car spaces plus turning. Adequate parking & turning provision is available within the curtilage of the site.

It would therefore be considered acceptable to support the proposed development given the proposed access improvements at the site.

I would therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) Nos. @@@

ZJ17 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 metres in the south westerly direction and 2.4 x 79m in the north easterly direction 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.



Chief Officer, Environment & Technical