

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0047 **Your Ref:** PF/P/2018/0047
Date: 30th January 2018

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

Location: O. S Grid Ref: 369 397 Hollyberry Farm, Knolton Bryn, Overton, Wrexham.
Development: Conversion of existing garage to annex and raising height of roof.

I refer to your consultation dated 24/01/2018 in respect of the above.

The proposed development site is located on Knolton Bryn Lane which is a narrow, rural, unclassified 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.

Assuming speeds of 25mph, any proposed / existing access 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 permitted to the centerline of the adjoining highway given the restricted carriageway width along this section.

There appears to be 2 no. access points (west and east). The more westerly access serves the existing farm buildings and the easterly access serves the existing dwelling and is also intended to serve the proposed annex.

The existing access (easterly) serving the development site suffers from inadequate visibility in both directions providing splays of approximately 2.4 x 14m to the north west and 2.4 x 10m to the south east measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow fronting the development site.

I would suggest that the applicant considers carrying out improvements to the access to provide improved visibility splays.

The existing access is approximately 9m wide reducing to 3m wide at 6m behind the edge of carriageway. The access is gated at this point. The access is surfaced with loose bound materials. I would recommend that the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

Based on the lack of visibility from the existing / proposed access, I would not normally support any proposed development that is likely to result in an increase in vehicle movements through this sub-standard access. However, the proposed annex is not considered likely to increase vehicle movements through this existing access.

It would appear possible to provide adequate parking and turning provision within the curtilage of the development site.

I therefore advise you that I have no objections to the proposed development on highway grounds and recommend any permission includes the following conditions:-

CONDITIONS

- | | |
|-----------------------|--|
| ZJ41
026R | GENERAL LAYOUT
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----. |
| ZJ09
033R | NO GATES WITHIN 5 METRES
There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary. |
| ZJ07
043R | ACCESS SURFACE (5 metres)
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 5 metres behind the adjoining highway. |
| ZJ23
035R | (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR
No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained. and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times. |
| ZG15
NONSTD | USE TO BE ANCILLIARY TO HOUSE
The annex / extension shall only be used for purposes ancillary to the use of the dwelling as a single dwelling house and for no other purpose. |

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.3 - Overton passes to the north of the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

peter dothwaite

1/ Service Manager Environment