

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0627	Your Ref:	PF/P/2012/0627
Date:	10 th September 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 395 423 Nant Farm, Cae Dyah Lane, Overton, Wrexham.

Development: Kitchen / dining room extensions and conversion of outbuilding into guest annex accommodation and utility room.

I refer to your consultation dated 06/09/2012 in respect of the above.

The proposed development site is located on Cae Dyah Lane which is a narrow, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph along this section 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 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 at the existing access is inadequate in both directions providing visibility splays of approximately 2.4 x 18m to the east and 2.4 x 22m to the west measured to the centreline of the adjoining highway. Visibility is impeded by the existing hedgerow either side of the access.

I would therefore not normally support any proposed development that is likely to result in an increase in vehicle movements through this substandard access.

The access serving the development site is 12.5m wide reducing to 2.8m wide approximately 6m behind the adjoining carriageway.

I would normally recommend that the application be **REFUSED** for the following reason:-

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

However, I assume that the proposed living accommodation / anexe is only likely to be used on occasion by family / friends. I assume therefore that the proposed anexe could be tied to the existing dwelling and not sold off as a separate dwelling. On this basis, the development is therefore considered unlikely to result in any significant increase in vehicle movements.

I 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.

P.P. *Peter Dosthwaite*
Network and Infrastructure Manager