

MEMORANDUM



From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0284	Your Ref:	SJG/P/2012/0284
Date:	8 th May 2012		

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

Location: O. S Grid Ref: 402 501 Light Oak House, Church Lane, Isycoed, Wrexham.
Development: Conversion of existing double garage into commercial office.

I refer to your consultation dated 18/04/2012 in respect of the above.

The proposed development site is located on a narrow, rural classified road which is subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the west and around 25mph for vehicles approaching from the east given the geometry of the road along this section.

Any proposed access would normally be required to provide visibility splays of 2.4 x 56m to the west and 33m to the east measured to the centerline 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 proposed / existing access is adequate in both directions providing splays in excess of 2.4x 33m in the easterly direction and 2.4 x 56m in the westerly direction measured to the centerline of the adjoining highway.

The existing access is 4.5m wide with gates setback 5m behind the adjoining carriageway. The existing access is considered adequate to serve the proposed development site. However, the existing access is surfaced with loose bound materials (ie/ chippings) which is considered unacceptable. I would recommend that the access is surfaced with hard bound materials (ie/ bitmac, concrete or block paving) for the first 5m behind the adjoining carriageway.

There would appear to be sufficient space within the curtilage of the property to accommodate up to 4 cars including adequate turning space. I understand that the applicant operates a family run business and it is not proposed to employ anybody outside of his immediate family.

Given the nature of the proposed office, I would consider existing parking and turning provision to be adequate. However, I would recommend that any consent includes a personal consent to ensure that the office is not utilized for a more intensive use which could result in an increased parking demand at the site. However, could you ask the applicant to demonstrate the proposed parking and turning arrangements on a suitably scaled layout plan.

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

CONDITIONS

- ZJ18** **VISIBILITY SPLAYS (CENTRELINE)**
026R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres to the west and 2.4 metres x 33 metres to the east 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 of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ07** **ACCESS SURFACE (5 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 5 metres behind the adjoining highway.
- ZJ23** **(PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R 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.

Supplementary Notes

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

Peter O'Sullivan

PP. Network and Infrastructure Manager