

MEMORANDUM



From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0326	Your Ref:	SJG/P/2012/0326
Date:	10 th May 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 410 353 Cross Cottage, Castle Street, Holt, Wrexham.

Development: Variation of Condition no. 5 of Planning Permission Code No. P/2006/0215 to allow occasional holiday let.

I refer to your consultation dated 03/05/2012 in respect of the above.

The proposed development site is located off Church Street which is a classified road subject to a 30mph speed limit.

The existing property is accessed via Castle Gardens which is a narrow (3.8m wide) unadopted lane which serves approximately 11 no. properties. Castle Gardens has no footway or street lighting provision and no suitable turning facility.

Assuming typical vehicle speeds of around 20mph along Deeside which cuts across the access serving Castle Gardens, any proposed access would normally require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the junction of Castle Gardens onto Deeside is adequate in the easterly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 20m measured to the nearside edge.

Castle Gardens is typically 3.8m wide reducing to 2.2m outside Old School Cottage and cannot accommodate the simultaneous passage of 2 no. vehicles.

Given the location of the site, limited carriageway width, lack of footway provision, lack of turning provision and lack of adequate access, I would advise that any proposed development be restricted to a similar use and similar traffic generation. I would normally therefore not support any proposed development at this site that is likely to result in a significant increase in vehicle movements through this substandard access.

However, the proposed use of the existing double bedroom above the garage as an occasional holiday let is not considered likely to result in any significant increase in vehicle movements than are currently generated by the property. I assume those visitors utilising the property are likely to typically go out in the morning and return late afternoon having visited various attractions. Based on such low vehicle movements (typically less than 5 movements per day), I would have no objections to the proposed development on highway grounds.

There would appear to be sufficient space within the curtilage of the property (accessed off Castle Gardens) to accommodate 4 vehicles which is considered adequate to serve the existing property and proposed holiday let.

However, I would recommend that any permission is restricted to use as an "occasional holiday let" as I would not be able to support the use of this annexe as a separate residential flat which is likely to result in a significant increase in vehicle movements utilising this substandard access.

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

CONDITION

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing No. 10 shall be fully laid out, surfaced and drained prior to first use of the development. These areas 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.

Note to Applicant

Public Footpath No.2 - Holt runs along Castle Gardens past the development site and should not be interfered with.

Peter Doornwaite

P.P Network and Infrastructure Manager