

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0094	Your Ref:	KH/P/2010/0094
Date:	10 th February 2010		

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

Location: O. S Grid Ref: 356 410 Llan y Cafn Hall, Oswestry Road, Overton, Wrexham.

Development: Conversion of redundant coach house and outbuildings to form ancillary accommodation , internal and external alterations and small extension to improve amenity and access.

I refer to your consultation dated 08/02/2010 in respect of the above.

The proposed development site is located off the B5069 Oswestry Road which is a classified road subject to a 60mph speed limit. The development site itself is served off a narrow, unadopted lane.

Any proposed / existing access onto the B5069 Oswestry Road would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the unadopted lane onto the B5069 Oswestry Road appears inadequate in both directions providing splays of approximately 2.4 x 134m in the easterly direction and 2.4 x 185m in the westerly direction measured to the nearside edge of the adjoining highway.

I would normally therefore not wish to support any proposed development that would result in an increase in traffic movements utilising this substandard access.

The unadopted lane (approximately 650m in length) serving the development site is of restricted width (typically 3.5m wide), has no footway or lighting provision, has no formal passing places, is poorly surfaced and is considered unsuitable to serve any additional vehicle movements.

However, I understand that the proposed conversion will not be used as a separate dwelling and will only be used as ancillary accommodation to the main dwelling. It is normally considered that a development of this nature will not generate any significant increase in traffic movements. I would therefore recommend that the proposed development is tied to the existing dwelling in order to prevent it being used or sold off in future as a separate dwelling.

Adequate Parking and turning provision shall be provided within the curtilage of the development site.

I would therefore recommend that any permission include the following conditions:-

CONDITIONS

1. The proposed anexe shall be tied to the existing dwelling and must not be used or sold off as a separate dwelling.
2. Adequate parking and turning provision shall be provided within the curtilage of the development site.

REASONS

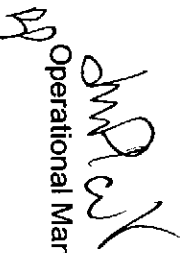
1. In the interests of highway safety.
2. To provide for the parking and turning of vehicles clear of the highway.

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.2 (Overton) runs along the unadopted lane serving the development site and should not be interfered with.


Operational Manager Traffic & Transportation