

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/P/2021/0888	Your Ref:	MRJ/P/2021/0888
Date:	12 th November 2021		

TOWN AND COUNTRY PLANNING ACT 1990

CODI BLOC O STABLAU NEWYDD, DARPARU MYNEDIAD, GWAITH CLODDIO A THIRLUNIO CYSYLLTIEDIG I DDARPARU BUSNES FFISIOTHERAPI I ANIFEILIAID / ERECTION OF NEW STABLE BLOCK, PROVISION OF ACCESS, ASSOCIATED EARTHWORKS AND LANDSCAPING TO PROVIDE ""ANIMAL PHYSIOTHERAPY BUSINESS""
BYRER TREVOR HALL ROAD GARTH WREXHAM

Grid Ref: E 326084.22 N 342450.97

I refer to your consultation / email dated 20/09/2021 and advise the following in respect of the above.

Access

The proposed development site is located on a narrow road subject to a 60mph speed limit. Estimated typical vehicle speeds at being around 30mph along this section given the geometry of the road and condition (adjacent to newly formed access). Manual for Streets require any proposed / existing access to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway. The access provides visibility splays of 2.4m x 58m (West) & 2.4 x 130m (East) and are considered acceptable. The access is approximately 6m wide reducing to a width of 3.8m, measured 4.3m from frontage of existing access, this access cannot accommodate two vehicles sitting side by side. The access is surfaced with hard bound materials for approximately 4.5m with loose stone beyond. The access is gated at approximately 12.0m from the highway boundary with a measure width (post to post) of 3.2m. It is noted there is a public footpath and an existing gated access next to 'Byrer' access.

Proposed access of this nature would need to be surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary, we would require a minimum width of 4.8m to allow the simultaneous passing of vehicles.

An Aco drain or similar would be required to intercept any private surface water run-off onto the adjacent highways and appropriate drainage system to convey the surface water as part of the SUDS guidance documents. There appears to be a small culverted section of watercourse which passes under the access and a gully that collects surface water from the highway. We suggest the bound material area adjoin the highway also discharges into this gully

Parking

There appears be an appropriate sized area to accommodate vehicular parking arrangement, we would request details of the proposed vehicles visiting the development. Large vehicles (eg, horsebox, fixed rigid axles) will require vehicular tracking analysis to confirm the feasibility of the access arrangements for both the internal site layout and access onto the public highway.

Conclusion

We would not normally support an application which increases traffic movements using a substandard access arrangement.

We request the applicant update the 'Site Plan' Drg detailing the parking arrangement / layout, revise the minimum access requirement as stated above and provide additional clarification on the proposed vehicular movements, type and usage.

We await the request information

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in blue ink, appearing to read 'D. J. ...', with a long horizontal flourish extending to the right.

Chief Officer, Environment & Technical