

MEMORANDUM



From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2016/0893

Your Ref: MP/P/2016/0893

Date: 10th October 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 471 412 The Brook, Tallarn Green Road, Ty Broughton, Wrexham.

Development: Construction of new vehicular access and parking area for business purposes (in retrospect).

I refer to your consultation dated 26/09/2016 in respect of the above.

The proposed development site is located on a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph 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 from the access is adequate in both directions providing splays of at least 2.4 x 33m in both directions measured to the centreline of the adjoining highway. However, this is reliant on the regular maintenance of the hedgerow in the southerly direction.

The newly formed access appears to have been created across existing highway verge by removing an existing boundary fence. The formation of an access in this location would normally be subject to a s.184 consent which has not been applied for.

I would normally recommend that any such access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. The access is surfaced with loose bound materials which can be carried onto the adjoining highway.

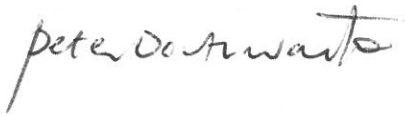
No private surface water run off shall be permitted to flow onto the adjoining highway. An Aco drain or similar would normally be required across the proposed access.

The newly formed parking area only appears to have space for 1 no. car and has no turning facility. A suitable turning facility would normally be required onto a classified highway. However, it is unclear from the submitted information as to how many vehicle movements are generated by the proposal and any justification for only providing a single parking space without any turning provision.

Although the proposal may not generate any significant daily vehicle movements in its current form / demand for parking, I would raise concerns if this proposal provides future access for an alternative use which could result in a significant number of daily vehicle movements.

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 black ink, appearing to read "peter O'Sullivan". The signature is written in a cursive, flowing style.

 Service Manager Environment