

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0419 **Your Ref:** KH/P/2016/0419
Date: 5th May 2016

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

Location: O. S Grid Ref: 371 540 The Parks, Borrass Road, Borrass, Wrexham.
Development: Erection of dwelling with detached garage.

I refer to your consultation dated 03/05/2016 in respect of the above.

Access

The proposed development site is located on Borrass Road which is a rural, classified road 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 40mph for vehicles approaching from the east given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in the westerly direction measured to the centerline of the adjoining highway and 2.4 x 120m in the easterly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from this existing access is inadequate in both directions providing splays of approximately 2.4 x 33m to the west measured to the centerline of the adjoining highway and 2.4 x 12m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

I would therefore not normally support any proposed development that is likely to result in any significant increase in vehicle movements through this substandard access.

The existing access serving the farm is approximately 18m wide reducing to 3m wide approximately 11m behind the adjoining carriageway. The existing access / driveway leading to the development site is typically less than 4.1m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. The proposed development site would benefit from a number of passing places. However, no passing places have been proposed as part of the submitted application.

The first section of the existing access is hard paved but would benefit from re-surfacing.

It is unclear from the application as to whether the applicant has control of the land either side of the access in order to offer improvements to the existing access in terms of layout and visibility.

Parking Provision

Parking provision at the development site appears adequate. Although LPGN 16 no longer includes garages as providing parking, there would still appear to be space for up to 4 no. cars at the development site indicated on the submitted layout plan.

I would normally recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

However, the applicant may wish to consider providing improvements to the existing access as indicated above. If significant improvements were offered then further consideration could be given to the proposed development.

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 - Allington passes through the development site and should not be interfered with. I would recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

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Service Manager Environment