

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0922	Your Ref:	LB1/P/2010/0922
Date:	15 th December 2010		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 355 528 Fairfield, Barkers Lane, Borrass, Wrexham.

Development: Variation of conditions 3 and 4 of P/2008/1141 to allow storage of goods, plant and machinery and parking of vehicles.

I refer to your consultation dated 09/11/2010 in respect of the above.

The proposed development site is located on Barkers Lane which is a narrow classified road subject to a 60mph speed limit. However, this section of Barkers Lane is a "no through road" due to the construction of the Llan y Pwll link road. I would estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing access serving the development site is inadequate in both directions being approximately 2.4 x 12m to the west and 2.4 x 16m to the east measured to the nearside edge of the adjoining highway.

This section of Barkers Lane ranges in width from approximately 4.2 – 4.7m and has no footway or street lighting provision. Although this carriageway width would be considered acceptable to serve the limited no. of dwellings along this section, it would not be considered suitable to accommodate any commercial businesses which would generate larger vehicles (ie/ HGVs).

I would not normally support any proposed development which would result in an increase in traffic movements through this substandard access. However, as the proposed development only appears to be for an improved turning facility, I would have no objections on highway grounds.

However, I would recommend that the first 15m of the existing access is surfaced with hard bound materials (ie/ bituminous macadam).

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. I would recommend that an Aco drain or similar is installed across the access to intercept any such run off.

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

CONDITIONS

NONSTD ACCESS SURFACE (15 metres)

043R Prior to the first use of the proposed parking and turning area hereby approved, the existing access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 15 metres behind the adjoining highway.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on the approved drawing 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.



Infrastructure and Planning Manager