

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0508 **Your Ref:** KH/P/2019/0508
Date: 22nd July 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 497 411 Whitewell Parish Rooms, Whitewell, Iscoyd, Wrexham.

Development: Siting of former BT telephone kiosk for local community to select and replace books.

I refer to your consultation dated 16/07/2019 in respect of the above.

Access

The proposed development site is located on Whitewell Road which is a narrow, rural, classified road subject to a 60mph. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Assuming typical vehicle speeds of 30mph, any proposed /existing access would normally be required to provide visibility splays of 2.4 x 43m 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 road given the restricted carriageway width along this section.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 15m in the easterly direction and 2.4 x 37m in the westerly direction measured to the centreline of the adjoining highway. Visibility is impeded by the existing boundary walls / pillars / shrubbery in the easterly direction and by the existing verge / embankment in the westerly direction.

The existing access is approximately 3.5m wide and is gated 4.3m behind the adjoining carriageway. The access is surfaced with loose bound materials. I would normally recommend that any existing / proposed shared access is a minimum width of 4.8m with any gates setback a minimum distance of 5m behind the adjoining highway. I would normally recommend such an access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

I would not normally wish to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this sub-standard access.

Traffic Generation

No details of the existing / proposed daily vehicle movements have been provided from the existing parish rooms / development. I assume that the vehicle movements vary significantly at the existing parish hall depending on what community activities are being held there. I would not anticipate any significant increase in vehicle movements at the development site as a result of this proposal compared with its permitted use.

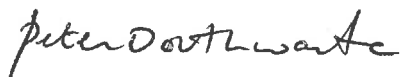
Parking / Turning Provision

The existing parish rooms appear to provide parking for approximately 5 cars with limited turning space. However, I would not anticipate any significant increase in parking demand at the site as a result of the development. It would therefore seem unreasonable to object to the current application on parking grounds.

I therefore advise you that I do not intend to make any recommendations on highway grounds.

Supplementary Notes

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



 Chief Officer, Environment & Technical