

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0677 **Your Ref:** MP/P/2017/0677
Date: 24th August 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

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

Development: Parking and operation of 2 no. private hire vehicles (one car and one minibus).

I refer to your consultation dated 21/08/2017 in respect of the above.

The proposed development site is located on Barkers Lane which is a rural, classified road subject to a 60mph speed. However, I would estimate typical vehicle speeds at being around 25mph in both directions given the geometry of the road.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The proposed development site is served by an existing shared access which serves an established group of commercial buildings ie/ Reflections, PJ Autos and a facility for storing haulage (HGV) vehicles at the rear of the site.

Visibility from the existing access is inadequate in both directions providing a splay of approximately 2.4 x 13m in the westerly direction measured to the nearside edge of the adjoining highway and 2.4 x 25m in the easterly direction measured to the nearside edge of the adjoining highway. Visibility in the westerly direction is impeded by the existing hedgerow fronting Fairfield Farm. Visibility in the easterly access is restricted in that the required splay would cut across a section of land belonging to the adjoining property ie/ Stansfield House.

The existing access serving the development site is approximately 15m wide reducing to 6.8m wide, 8m behind the adjoining carriageway. The design & layout of this access would normally be considered unsuitable to serve the existing businesses particularly as large HGV haulage vehicles would appear to access the site. The access is surfaced with loose bound materials, suffers with a number of large potholes and has no suitable drainage system in place.

I would suggest that the applicant considers carrying out improvements to the access including surfacing with hard bound materials for first 10m incorporating appropriate drainage measures.

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

However, I understand that the applicant previously operated a haulage business from the site which has now ceased. I assume that this business would have generated a significant number of vehicle movements. A previous planning appeal was considered at the site in relation to planning application ref: P/2014/0094 for the erection of a single dwelling at the front of the site. Although the appeal was dismissed, the inspector considered the existing access to be an acceptable means of access to serve such a development and did not raise any highway concerns.

Based on the above, I would have no objections to the proposed development on highway grounds assuming that the business operates as a non-operational office.

Supplementary Notes

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

putuorahwante

pu

Service Manager Environment