

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0365 **Your Ref:** SJG/P/2012/0365
Date: 14th June 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 357 527 Unit 1, Former ROC Office, Borrass Road, Borrass, Wrexham.
Development: Change of use from office / workshop to Open Minds Training and Therapy Centre.

I refer to your consultation dated 22/05/2012 and email including additional information dated 11/06/2012 in respect of the above.

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 given the geometry of the road along this section.

Assuming typical vehicle speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving the development site is adequate in the southerly direction providing a splay in excess of 2.4 x 56m. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 30m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary fence. However, adequate visibility could be achieved by setting back this fence up to the bend along this section.

The applicant has not provided any previous traffic generation data relating to the previous use of the site. However, I assume that the proposed development has the potential to generate a significant number of vehicle movements through this existing sub-standard access which include movements of 6 no. staff and those visiting throughout the day.

In order to determine 85th percentile speeds along this section, I would recommend that the applicant carries out a speed survey to determine exactly what level of visibility would be required for the existing access (see note). The results of this survey may determine that current levels of visibility are adequate.

Parking and turning provision would appear to be adequate for both unit 1 and the adjoining building.

The existing access serving the development site is only 3.4m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. I would normally recommend that such a shared access be at least 4.8m wide and surfaced with hard bound materials for at least 10m behind the adjoining highway. No gates shall be erected within 10m of the adjoining highway.

There is no footway or street lighting provision along this section of Borrás Road and I assume staff and visitors will typically need to arrive by car.

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

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

1. **The existing shared access is of inadequate width to accommodate the simultaneous passage of 2 no. vehicles.**
2. **There is restricted visibility from the existing access and increased use would increase the likelihood of danger to road users.**

However, if the applicant were to satisfactorily address the above issues then further consideration could be given to the proposed development.

Note

Any speed survey will need to be carried out using a radar gun with a current calibration certificate. This certificate will need to be submitted with the survey data.

Peter Donohue

p.p. Network and Infrastructure Manager