

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/P/2021/0306	Your Ref:	BB/P/2021/0306
Date:	2 nd July 2021		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 499 1 Salop Road, Wrexham.

Development: Unit for fitting tyres and car wash.

I refer to your consultation / email dated 30/06/2021 in respect of the above.

Access

The proposed development site is located on the corner of Salop Road (Classified) and Rivulet Road (unclassified) which are both subject to a 30mph speed limit.

Visibility at the junction of Rivulet Road / Salop Road is adequate providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The existing access serving the site is located on Rivulet Road approximately 13m away from the junction with Salop Road. This access is approximately 4.4m wide and is gated 2.2m behind the edge of carriageway. Visibility from the existing access is substandard providing splays of approximately 2.4 x 12m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary walls along this section.

This part of the highway network is particularly busy and careful consideration would need to be given to providing appropriate access to the site. If the existing access is to be utilized then any development would need to be limited to the existing traffic generation experienced by the former theatre. I understand that activities / events at the former theatre typically took place on the weekends with occasional use in the evenings during the week. This section of Salop Road is a busy section of the highway network particularly during normal working hours where queuing is a common occurrence.

Any intensive use of the site utilizing the existing access has the potential to result in backing up of vehicles towards / onto Salop Road which would be considered unacceptable.

Proposed Layout Plan (Dated June 21)

The revised layout plan appears to indicate the widening of the existing access to 7.2m onto Rivulet Road. It is considered likely that the proposed development will generate significantly more vehicle movements than the previous theatre. As indicated above, such an access would not be supported on highway safety grounds.

I would normally recommend that the applicant considers closing up the existing access and re-locating a more suitable access towards the eastern end of the site. However, this has the potential to result in conflict of vehicle movements with the access to the Cambrian Industrial Estate on the opposite side of Rivulet Road. There is an existing limited waiting bay (approx. 2 car lengths) located on the opposite side of the road to the proposed access. During site visits, these spaces currently appear to interfere with the free flow of traffic along this section which is not ideal. Vehicles entering the site would have to sit in the middle of Rivulet Road in order to access the site which has the potential for conflict. It is considered that the proposed access will only exacerbate this issue if the proposed development is supported.

The submitted layout plan does indicate a potential yellow box marking which could be installed across the proposed access. **However, I would recommend that you consult with our Traffic Section on this detail.**

Consideration will also need to be given to the location of the existing watercourse / culvert in this location. I understand that access is required to the culvert for regular inspection / maintenance purposes.

Assuming typical speeds of around 30mph for vehicles travelling west along Rivulet road and 20mph coming off Salop Road from the west, any proposed access would normally be required to provide visibility splays of 2.4 x 43m to the east and 2.4 x 25m to the west measured to the nearside edge of the adjoining highway.

The applicant has not indicated the full extent of the proposed splay in the easterly direction on the revised layout plan. **I would recommend that the applicant provides further details of how a suitable access (including dimensions and visibility splays) could be provided off Rivulet Road.**

The proposed location of the car washing facility has the potential to back up in the vicinity of the access and cause issues on the adjoining highway without careful consideration to its layout. If the application is to be supported then such a facility would need to be located in a position which allows adequate queuing arrangements within the site clear of the main access.

Traffic Generation

In terms of traffic generation, the applicant has provided the following information:-

The P1 Speedyfit outlet maximum capabilities will be to attend to 40 vehicles on a weekday and primarily arranged in advance by appointment.

As for the car wash, a significant factor is the weather as trade tails off significantly when it's raining and therefore unpredictable on a daily basis. However, even on our busiest days at our premier car washes it was very rare to exceed 100 customers. Putting that into context over an average 10 hour trading day, at full capacity we would not exceed 15 cars per hour.

Unfortunately the proposed business would be unable to control the number and frequency of customers attending the site and I would raise concerns on the potential impact this could have on the highway network in this location.

I understand that activities / events at the former theatre typically took place on the weekends with occasional use in the evenings during the week. In comparison, the proposed business would be predominantly operating during the daytime throughout the week when the network is at its busiest.

Parking & Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the site.

I understand that the proposed tyre fitting business comprises 220m² gfa. Based on LPGN 16 – Class B2 Use, the proposed business would require a maximum of 4 spaces. The revised layout plan indicated the provision of 12 spaces which would be considered acceptable.

In terms of maximum size of vehicles anticipated to visit the site and turning provision / swept path details, the applicant has provided the following information:-

At the very worst case scenario, our suppliers will not visit any of our locations in anything bigger than that akin to a typical supermarket home delivery vehicle.

A typical supermarket home delivery is typically around 7m in length. No swept path details of how such a vehicle would access (in & out in either direction) the proposed site entrance when vehicles are parked in the existing on street parking bay(s) have been provided. **This detail will need to be provided**

In conclusion, for the reasons highlighted above, it would be difficult to support a development of this nature in this location.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical