

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0990	Your Ref:	SH/P/2022/0990
Date:	07/12/2022		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O DDOSBARTH B1 (SWYDDFA) I DDOSBARTH DOSBARTH D1 (SEFYDLIAD NAD YW'N BRESWYL) / CHANGE OF USE OF BUILDING FROM CLASS B1 (OFFICE) TO CLASS CLASS D1 (NON-RESIDENTIAL INSTITUTION)

UNIT 3 BORRAS ROAD WREXHAM **Grid Ref: E 335706.53 N 352750.53**

I refer to your consultation / email dated 25/11/2022 in respect of the above.

Access

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.

Based on 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 nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving the development site is adequate in both directions providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The existing shared 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. The existing gates are setback 9.4m behind the adjoining carriageway. The access is surfaced with hard bound materials.

There is no footway or street lighting provision along this section of Borrass Road. However, I assume that most staff / clients will typically arrive by car. The site may not be considered to be in a sustainable location as referred to in the guidance within TAN 18.

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.

Previous planning consent (ref: P/2012/0365) for the Open Minds Training & Therapy Centre at Unit 1 included various planning conditions as follows:-

- Widening of the existing access to 4.8m
- Setting back of existing access gates to 10m behind adjoining highway.

I also previously recommended that the proposed parking spaces are marked out with white lining materials.

The above conditions have not been implemented at the development site. **I would recommend that these conditions are implemented.** I understand that the applicant is intending to carry out these improvements shortly.

Parking & Turning Provision

The proposed development would need to provide adequate parking and turning provision within the curtilage of the site. Parking provision would need to meet the requirements of Local Planning Guidance Note – 16 (LPGN 16).

However, I understand that the applicant has confirmed that the building (70m² gfa) is to be used for training of existing staff who are already on site (associated with unit 2) so no additional people will need to access the site. **I understand that it is possible to impose a condition that restricts the proposed unit as ancillary use associated with the adjoining unit.** On this basis the existing staff would be considered as already using existing parking spaces on site.

Assuming that the above access improvements are implemented and the site is restricted as ancillary use for unit 2, then I would raise no objections on highway grounds.

Supplementary Notes

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



Chief Officer, Environment & Technical