

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0594 **Your Ref:** SEH/P/2022/0594
Date: 19th July 2022

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 357 527 Clarity House, Borrass Road, Borrass, Wrexham.
Development: Change of use of building from Class B1 (Offices) to Class D2 (Assembly and Leisure).

I refer to your consultation / email dated 14/07/2022 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.

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)

The proposed development will come under LPGN 16 – Class D2 Use which requires a maximum of 1 car space per 15m² gross floor space. Based on an estimated gross floor area of 313m² for Clarity House (Unit 1) the proposed development would require a maximum of 21 spaces. There would appear to be scope to accommodate up to 6 spaces for Unit 1 at the site which would be considered inadequate. However, the applicant has indicated that the landlord is willing to provide an additional 6 spaces at the site (in the area marked pink) on the submitted layout plan. There would appear to be adequate communal space for turning of larger delivery vehicles within the curtilage of the site and additional parking areas within the site.

No details of the maximum number of clients visiting the site at any one time has been provided to assess the adequacy of the parking provision. No details of the existing permitted businesses operating at the ROC Site have been provided along with their allocated parking provision (including parking layout plans). I assume that a suitable agreement will be required with the landlord to allocate any additional spaces if required. **I would recommend that this information is provided.**

It may be considered reasonable to request a Car Parking Management Plan to ensure that car parking is adequately managed. Such a plan could include:-

- Details of how clients visiting the site by car will be limited in respect of numbers and staggered to minimize parking demand eg/pre-booked time slots.
- Statement that no vehicles associated with the site will park on the adjoining highway.
- Details of how parking demand will be monitored / reviewed on a weekly basis and appropriate measures taken should parking demand exceed capacity at the site.
- Plan of proposed car parking spaces laid out and marked with white lining materials.

I would recommend that this information is provided.

Operation of Business

I understand that clients will be limited in respect of numbers, sessions staggered and an on-line booking system employed. I understand that there will be 3 staff employed.

Providing the original conditions relating to planning consent ref: P/2012/0365) are implemented at the site and it can be demonstrated that adequate parking can be provided at the site I would have no objections in principle to the proposed development on highway grounds.

A handwritten signature in black ink, appearing to be 'R. H. M.', written in a cursive style.

Chief Officer, Environment & Technical