

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0828	Your Ref:	LP/2022/0828 Res(1)
Date:	13/10/2022		

TOWN AND COUNTRY PLANNING ACT 1990

DEFNYDD O DIR ER MWYN LLEOLI CYNWYSYDDION STORIO (YN OL WIETHREDOL) **/ USE OF LAND FOR THE SITING OF STORAGE CONTAINERS**

FORMER ROC BORRAS ROAD WREXHAM

Grid Ref: E 335719.83 N 352749.38

I refer to your consultation / email dated 04/10/2022 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 if the current application is supported.

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)

I assume that the proposed development will come under LPGN 16 – Class B8 Use which requires a maximum of 1 car space per 100m² gross floor space. However, it is not clear from the submitted details what exactly the storage containers are being used for and which existing business at the site they are associated with. The gross floor area of the proposed storage units has also not been provided. **I would recommend that the applicant provides the above details.**

It is not clear if the area occupied by containers was previously allocated parking space for any of the existing businesses at the site. **Could you please provide details of what existing / proposed businesses occupy the whole site including a plan indicating any previously approved parking spaces which form part of any original / current consents.**

Traffic Generation

No details of the anticipated additional daily traffic movements as a result of the proposed development have been provided. **I would recommend that this detail is provided.**

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

Chief Officer, Environment & Technical