

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0594 (RES 2) **Your Ref:** SEH/P/2022/0594
Date: 21st October 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 20/10/2022 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 the above conditions are included if the 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)

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. The revised layout plan indicates the provision of 15 spaces for Clarity House which would be considered acceptable as long as they do not encroach on any previously approved parking areas for the other units at the site. **I would recommended that the proposed parking spaces are marked out with white lining materials.**

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.

It may be considered reasonable to request a **Car Parking Management Plan** to ensure that car parking is adequately managed to ensure that no more than 15 vehicles are permitted at the development site at any one time. The applicant has provided information which appears to suggest that a maximum of 13 vehicles will be on site at any one time leaving 2 spare parking spaces.

Such a plan should 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 in a suitable Car Parking Management Plan.

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 along with adequate parking being provided at the site, I would have no objections in principle to the proposed development on highway grounds and recommend any permission includes the following conditions:-

CONDITIONS

- ZJ15** **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- NONSTD** **ACCESS WIDTH**
039R The vehicular access hereby approved shall be a minimum width of 4.8 metres for a minimum distance of 10m behind the adjoining highway.
- ZJ08** **ACCESS SURFACE (10 metres)**
043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.
- ZJ09A** **NO GATES WITHIN 10 METRES**
033R There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.
- NONSTD** **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced, drained and marked out with white lining materials prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.
- ZJ42** **CAR PARKING MANAGEMENT PLAN**
026R No part of the development shall commence until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be used in strict accordance with the details as are approved.

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