

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0616 **Your Ref:** SHE/P/2021/0916
Date: 16th November 2021

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD I DDEFNYDD DIWYIDANNOL CYFFREDINOL (DOSBARTH B2) A CHODI ESTYNIAD (YN OL-WEITHREDOL) / CHANGE OF USE OF BUILDING TO CLASS GENERAL INDUSTRIAL USE (CLASS B2) AND ERECTION OF EXTENSION (IN RETROSPECT) THE DEPOT NINTH AVENUE LLAY WREXHAM

Grid Ref: E 333465 N 355583

I refer to your consultation dated 30/06/2021 in respect of the above and would advise the following comments;

Access

The development site is situated on a narrow unclassified highway subject to a 30 mph speed limit, the vehicular speed is considered to be no more than 20 mph due to the geometry of the road. Manual for Streets recommend the provision of visibility splays measuring 2.0 x 25m in both directions to the nearside edge of the highway. The visibility measured is inadequate in the SE direction measured at 2.4m x 9.8m to the nearside edge of the carriageway, visibility is impeded by the boundary of the neighboring property. Visibility measured in the NE direction is 2.4m x 11.6m and is impeded by the metal palisade security fence.

Visibility can be improved if the applicant enters into a S106 agreement over 3rd party land to secure visibility for the perpetuity of the development with the neighboring property, this measures 2.4m x 18.4m, however the splays fall significantly short of the MFS requirements.

The property has gated access which is approximately 5.5m wide with a setback position approximately 3.8m from the adjoining highway reducing to approximately 1.5m along the back on the footway which fronts the property connecting to the palisade security fencing. We would request the applicant set the gates back 10m and to have a hard paved surface with bound materials. The surface water will be required to be intercepted by an aco drain or similar approved.

The applicant has not provided a suitably scaled layout plan indicating the proposed / required splays from the existing access and the arrangement for trafficked movement within the curtilage of the site.

Parking & Turning Provision

Parking and turning provision would not appear to be achievable within the curtilage of the development site. An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road. The location is a busy residential area we have concerns that the development will increase the on street parking.

It may be considered that the lack of parking provision at the site will result in indiscriminate parking / waiting in this location which would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians. The proposed development will result in an increase in vehicle movements through this existing sub-standard access, we would not be able to support such a proposal on highway grounds.

Conclusion

We would therefore recommend that the application be **REFUSED** for the following reason:

There is restricted visibility using a sub-standard existing access, increase in traffic movement would increase the likelihood of danger to road users.

Supplementary Notes

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

A handwritten signature in blue ink, appearing to read 'D. J. ...', with a long horizontal flourish extending to the right.

Chief Officer Environment & Technical