

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0902 **Your Ref:** JK/P/2021/0902
Date: 8th November 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 340 501 Former HSS Hire, Hightown Road, Smithfield, Wrexham.

Development: Extension to existing unit with installation of new cladding and internal alterations (partly in retrospect).

I refer to your consultation / email dated 03/11/2021 in respect of the above.

Existing Parking & Turning Provision (Former HSS Tool Hire)

The submitted layout plan indicates the provision of 25 existing spaces which I assume was accepted under the original planning consent relating to HSS Tool Hire. However, at least 2 of these spaces (opposite no. 9 Smithfield Road) appear to have insufficient clearance behind for maneuverability (ie/ 6m), I would recommend that this issue is addressed.

In terms of access & turning, it is not clear what size of delivery vehicles visited the site in respect of the HSS Tool Hire business. I assume that 16.5m articulated HGVs may well have delivered to the rear of the site. If this is the case, then the proposed parking arrangements should not interfere with access by such vehicles given the busy nature of the adjoining highway ie/ Eagles Meadow Link Rd / Hightown Road.

It is noted that no parking to mobility standards was previously provided. I would recommend that this issue is addressed.

Proposed Parking & Turning Provision (Class A1 Use)

I would recommend that the proposed parking arrangements accommodate at least 17 spaces at the front of the building and at least 8 spaces at the rear of the building plus additional spaces for the proposed extension. The additional 68m² gfa would normally require a maximum of 3 additional spaces in accordance with LPGN 16 requirements.

I understand that the previous business (HSS) did not include the 6 no. proposed parking spaces which alongside the main access serving the rear of the site. I would recommend that these 6 spaces are deleted to allow adequate / safe access by larger HGVs.

I understand the adjoining business "Autokit" has a shared right of access diagonally across the main access serving both businesses which would be encroached upon if the proposed diagonal spaces were permitted.

I would recommend that details of the proposed access including widths, gate positions and swept paths of the largest HGV anticipated entering / turning / exiting the site off / onto the adjoining highway are provided.

I await the requested information.

Supplementary Notes

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

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

Chief Officer, Environment & Technical