

MEMORANDUM



From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0765	Your Ref:	MP/P/2017/0765
Date:	23 rd February 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 492 Wrexham Warehouse Project, 4 Oak Road, Wrexham Industrial Estate, Wrexham.

Development: Extensions and alterations.

I refer to your consultation / email dated 21/02/2018 in respect of the above.

The proposed development site is located on Oak Road which is a classified road subject to a 40mph speed limit.

The proposed development site shares an existing access with the business known as Bowling Bank Garage located at the front of the site.

Assuming typical vehicle speeds of 40mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The existing shared access is 5.7m wide and is capable of accommodating the simultaneous passage of 2 vehicles. However, vehicles appear to park randomly within the site and along the shared access which is not ideal.

Visibility from the existing shared access appears adequate in the north westerly direction providing a splay in excess of 2.4 x 120m. However, visibility is frequently impeded in this direction by vehicles which park along the site frontage. Visibility in the south easterly direction is also inadequate providing a splay of approximately 2.4 x 33m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow fronting the adjoining business ie/ R & R Engineering.

I would therefore not normally wish to support any proposed development utilizing this existing access which is likely to result in any significant increase in vehicle movements. However, this is an existing access which I assume could have experienced a number of vehicle movements generated by the previous businesses operating from the development site.

However, the proposed extension appears to further restrict the available turning space within the curtilage of the site. If all 4 no. vehicles were parked at the site, it would appear very difficult for the indicated mini-bus or delivery vehicle to turn within the curtilage of the site which is also restricted by the existing internal gate / boundary fence and the vehicles which typically park along the access itself.

Without accurate swept path details for such vehicles accessing / turning within the site, I would be unable to support the proposed development.

The submitted layout (Drg. No. W132/005 Rev B) indicates the use of a second access point located at the western end of the Bowling Bank Garage Site. This access is approximately 4m wide and is gated 5.2m behind the edge of carriageway. Although, adequate visibility ie/ in excess of 2.4 x 120m in both directions would appear achievable from this access, visibility is in reality significantly impeded as cars typically park along the site frontage encroaching onto the adopted footway.

This access does not provide any off-street turning provision and the car nearest to the highway would block in the first car which is unacceptable.

In conclusion, it would not appear possible to provide / maintain adequate turning provision at the development site.

Supplementary Notes

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

Peter Douthwaite

by Service Manager Environment