

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0299 **Your Ref:** SEH/P/2016/0299
Date: 27th June 2016

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 328 507 Former Offices and Workshop, Unit C, Maesgwyn Road, Wrexham.

Development: Change of use from Workshop to Storage and Distribution Use.

I refer to your consultation / email dated 22/06/2016 in respect of the above.

Access

The proposed development site is located on Maesgwyn Road which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

I assume that the existing 5.5m wide access will continue to be used to service the site which incorporates a roller shutter.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Visibility splays from the existing access have not been indicated on the submitted layout plan.

The submitted layout plan (Drg. No. D080/004 Rev A) indicates visibility splays from the proposed access in excess of the above requirements.

I would also recommend the provision of pedestrian visibility from the proposed access providing splays of measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. Adequate pedestrian visibility splays have been indicated on the submitted layout plan.

I was under the impression that the building previously formed part of the Dave Bennett Bodyshop which previously accessed directly onto Mold Road. This previous unit has now been sub-divided with the front section forming part of the new ATS unit. I understand that the existing / proposed building already has a permitted B2 Class Use. However, the Architect is suggesting that Dave Bennetts Bodyshop was never able to access this section of the building.

It is considered that the existing building would have already generated a given number of vehicle movements associated with its previous use (ie/ workshop). However, could you please ask the applicant to provide the following details :-

Existing Workshop Business

- Typical previous daily vehicle movements generated through the existing access off Maesgwyn Road.
- Details of type / length of vehicles typically visiting the site and accessing via the existing access off Maesgwyn Road.
- Details of previous parking and turning arrangements at the site via the existing access off Maesgwyn Road.

Proposed Storage & Distribution Business

- Typical daily vehicle movements anticipated through the existing / proposed access onto Maesgwyn Road.
- Details of type / length of vehicles anticipated to visit the site and access via the existing access onto Maesgwyn Road. The suggested Transit Vans can range in size ie/ 3.5T – 5.4m long, 4.6T – 5.9m long & 7.5T – 7.2m long. What size of van is proposed?
- Details of proposed parking and turning arrangements at the site via the existing access onto Maesgwyn Road. The submitted plan Drg. No. D080/004 Rev A indicates 8 no. car parking spaces but does not indicate sufficient space for parking & turning of delivery vehicles.

Vehicles currently appear to park behind the 1.5m wide footway along the site frontage which is considered to be a potential source of danger to road users / pedestrians. I recommend that parking in this location is prevented by an appropriate scheme of landscaping / boundary treatment. Such a scheme would need to ensure adequate lateral and pedestrian visibility is provided / maintained.

Parking & Turning Provision

In terms of parking provision, LPGN 16 (Class B8 – Storage & Distribution) would normally require 1 car space per 100m² gross floor space. Based on a gross floor area of 758.8m² this would require a maximum of 8 parking spaces at the site. The submitted plan Drg. No. D080/004 Rev A indicates 8 no. car parking spaces but does not indicate sufficient space for parking & turning of delivery vehicles. No details of the proposed staff numbers have been provided. **Could you please ask the applicant to provide the above details.**

The proposed storage unit will need to provide adequate loading / unloading and turning facilities within the curtilage of the site. Given the nature of the proposed access and issues of on-street parking and lack of turning facilities along Maesgwyn Road, it would seem sensible to limit the size / length of vehicle which could visit the site. This could be controlled by a Service Delivery Management Plan. **Could you please ask the applicant to provide details of the maximum size / length of vehicle likely to visit the site and a suitable layout plan indicating how such a vehicle will load / unload and turn within the curtilage of the site. Swept path details of such a vehicle entering / turning / exiting the site will be required for further assessment.**

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

I await the requested information.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter van Wierbe

Service Manager Environment

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