

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2016/0339	Your Ref:	KH/P/2016/0339
Date:	21 st April 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 504 Land Next to Unit 33, Abenbury Way, Wrexham Industrial Estate, Wrexham.

Development: Erection of New Building For The Relocation of Existing Window, Conservatory and UPVC Installation Company.

I refer to your consultation dated 12/04/2016 in respect of the above.

The proposed development site is located on an existing industrial complex off Abenbury Way which is a classified road subject to a 40mph speed limit.

Access

Assuming typical speeds of 40mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the access serving the existing industrial complex onto Abenbury Way is adequate providing splays in excess of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

Layout

The existing industrial complex appears to provide a turning head at the western end of the site which I assume is provided to facilitate the turning of larger articulated HGVs that may visit the existing industrial units. There also appears to be a number of existing parking spaces marked out in this location.

The proposed development site including proposed parking spaces appears to encroach on the area currently occupied by this turning head and existing parking spaces (7 no.). I would therefore raise concerns as to the loss / removal of the existing turning head in this location and would be concerned if larger HGVs do visit the existing / proposed units and would not be able to turn within the curtilage of the site.

There would appear to be scope to re-locate the building / parking areas so they do not encroach on the existing turning head.

I would suggest that contact is made with the owners of the industrial complex to clarify / justify the loss of the existing turning head.

Parking Provision

Based on LPGN 16 – B2 General Industrial Use, the proposed development would require a maximum of 4 no. parking spaces. The submitted layout plan indicates 6 no. spaces which is considered adequate. However, the disabled parking space is only 3m wide not 3.6m.

There would appear to be ample communal parking areas generally in the existing industrial complex for cars / vans.

Supplementary Notes

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

peter downharts

PM

Service Manager Environment