

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0376 **Your Ref:** PF/P/2016/0376
Date: 27th April 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 370 492 Malpas Tractors (Wrexham) Ltd, Clywedog Road South, Wrexham Industrial Estate, Wrexham.

Development: Erection of steel framed portal building to provide tractor storage and repair facilities.

I refer to your consultation dated 25/04/2016 including layout plan (Drg. No. 35440 - Dated 08/04/2016) in respect of the above.

The proposed development site is located on Clywedog Road South which is an unclassified road subject to a 40mph speed limit.

An 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.

Visibility from the existing access serving the development site is adequate providing splays in excess of 2.4 x 120m in both directions.

Proposed Access Arrangements

It is proposed to utilize the existing access located on the southern side of the development site. I understand that typical vehicles visiting the site include cars, small vans and also 16.5m articulated HGVs. I understand that on some days up to 6 no. HGVs (16.5m) can visit the site with smaller vans / HGVs arriving throughout the day at random times.

The existing / proposed access is approximately 26m wide reducing to 5.8m in width approximately 14m behind the adjoining carriageway. Any access subject to articulated HGV movements should ideally provide a minimum 7.3m wide access with 15m kerb radii with any gates being setback at least 20m behind the adjoining highway. However, the existing access would appear to function satisfactorily with the existing gates being left open throughout the day.

Parking & Turning Provision

Existing

There would appear to be around 12 no. existing parking spaces at the site comprising 8 no. at the front of the site and 4 no. spaces located alongside the existing building.

The submitted information included details of existing class uses and existing floor areas as follows:-

Existing	Gross Floor Area (m ²)	Class Use	LPGN 16 Guidance (max. required)
Workshop	439	B2	9 spaces
Shop	123	A1	8 spaces
Offices	166	B1	6 spaces
Total	728		23 spaces

LPGN 16 would normally require the existing business to provide a maximum of 23 spaces. However, there are only approximately 12 spaces available on site.

I assume the turning of larger HGVs takes place at the rear of the site although there would appear to be a gas bottle compound in this location which may hinder movements.

Proposed

Previous application (ref: P/2014/0451) at the site for a similar additional workshop / storage facility proposed a total of 23 no. parking spaces at the site comprising 8 no. at the front of the site and 15 no. spaces located alongside the existing / proposed building. However, there appears to be additional portacabins / offices located alongside the existing building where parking was previously available.

A suitable layout plan indicating total proposed parking spaces (staff & customers) and turning provision for HGVs has not been provided with this application.

I have assumed that the proposed building will comprise Class B2 & Class B8 as follows:-

Proposed	Gross Floor Area (m ²)	Class Use	LPGN 16 Guidance (max. required)
Workshop	335	B2	7 spaces
Storage	335	B8	3 spaces
Total	670		10 spaces

LPGN 16 would normally therefore require the proposed development to provide a maximum of 10 spaces plus 23 spaces for the existing business equating to a maximum total of 33 spaces. **Could you please ask the applicant to provide a suitable scaled layout plan indicating proposed parking spaces (staff & visitors) and turning area for larger HGVs.**

I await the requested information.

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