

MEMORANDUM



From: Service Manager Environment

To: Head of Environment and Planning

gOur Ref: EP/DC/PP/2016/0299

Your Ref: SEH/P/2016/0299

Date: 18th April 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 dated 05/04/2016 in respect of the above.

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. **Could you please ask the applicant to indicate the proposed splays on a revised layout plan.**

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. Proposed pedestrian visibility splays have not been indicated on the submitted layout plan. **Could you please ask the applicant to indicate the proposed splays on a revised layout plan.**

I understand 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.

It is considered that the existing building would have already generated a given number of vehicle movements associated with its previous use except that the traffic associated with the proposed development will now access via Maesgwyn Road as opposed to directly onto Regent Street.

However, could you please ask the applicant to provide details of the anticipated daily traffic generation from the proposed storage business.

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.

In terms of parking provision, LPGN 16 (Class B8 – Storage & Distribution) would normally require 1 car space per 100m² gross floor space. This would require a maximum of 10 parking spaces at the site. No details of the proposed parking provision / staff numbers has been provided. **Could you please ask the applicant to provide a suitable layout plan indicating the proposed number of parking spaces at the site and an indication of proposed staff numbers.**

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 wankwante

hm Service Manager Environment