

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2010/0852

Your Ref: KH/P/2010/0852

Date: 13TH May 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 492 R & R Engineering, Oak Road, Bowling Bank, Wrexham.

Development: Extension to existing storage building.

I refer to your consultation dated 11/10/2010 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.

Any proposed / existing access would normally require 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 is currently inadequate in both directions providing a splay of approximately 2.4 x 80m in the north westerly direction and 2.4 x 30m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in the north westerly direction by an existing boundary fence and by vegetation fronting the development site in the south easterly direction. Visibility in the north westerly direction was difficult to assess given the presence of staff vehicles being parked along the footway / highway verge.

I would not normally support any proposed development at the site that is likely to result in any increase in vehicle movements utilising this sub-standard access. However, I understand that the proposed development will not involve the employment of additional staff and will not result in any increase in vehicle movements through this sub-standard access.

I understand that the applicant will be removing the vegetation overhanging the existing fence in the south easterly direction. I understand that the applicant will ensure that no further parking by staff on the adopted footway / verge to the north western side of the access will continue and they will be providing alternative parking provision to the rear of the site within the ex-BICC car park. The applicant has been advised to submit a plan indicating where the alternative parking provision will be provided.

The existing access serving the development site is approximately 3.7m wide and is gated at 5.5m behind the adjoining carriageway. I would normally recommend that such an access be at least 4.8m wide with any gates being erected at least 10m behind the adjoining highway.

I understand that the only vehicle typically visiting the site is a forklift truck which carries materials to the site from the existing premises across the road. However, I understand that on occasion a flat bed truck delivers materials to the site and also collects finished products.

At present, the development site appears capable of providing turning provision for either of these vehicles within the curtilage of the site. However, the applicant has been advised to submit a detailed layout plan demonstrating how such a turning facility will be provided once the new building is constructed.

Providing that the above issues are addressed, I would have no objections to the proposed development and would recommend any permission include the following conditions:-

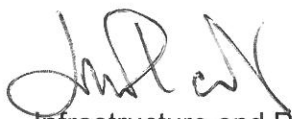
CONDITIONS

**ZJ23
035R (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT
CLEAR**

No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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



Infrastructure and Planning Manager