

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0167

Your Ref: LB1/P/2011/0167

Date: 23rd March 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 375 519 Waterways Garden Centre, Holt Road, Llanypwll, Wrexham.

Development: Variation of condition no. 7 of Planning permission code no P/2003/0707 to permit the sale of conservatories and orangeries.

I refer to your consultation dated 09/03/2011 in respect of the above.

The proposed development site accesses onto Holt Road which is a classified road subject to a 60mph speed limit.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 215m measured to the nearside edge of the adjoining highway in accordance with TAN 18. However, typical vehicle speeds may well be less than 60mph given the location of the Holt Road / Hugmore Lane signalized junction.

Visibility from the existing access serving the site appears adequate in both directions providing splays in accordance with TAN 18.

In terms of parking provision at the proposed development site, I comment as follows:-

There would appear to be approximately 60 no. existing spaces marked out in the existing car park. In addition to this, at the front of the building, there would appear to be a gated area signed as "overspill parking" which would appear to be capable of accommodating around 20 no. cars.

The submitted layout plan appears to indicate the provision of an additional 10 no. spaces within the existing car park. However, this increase in parking provision would appear to restrict accessibility within the site. There would only appear to be an available access width of 5.0m leading into the car park. In order to allow the simultaneous passage of a delivery vehicle and a car, a minimum access width of 5.5m would normally be required. I would suggest that the parking layout is modified to provide this access width.

It is also unclear as to whether it is intended to retain the existing overspill parking area to cope with any busy periods. The proposed additional parking spaces appear to be positioned where this existing overspill parking access is currently located. I would recommend that the first 2 no. disabled parking spaces are deleted / re-located with the existing overspill parking facility being retained.

It is unclear from the proposed layout plan how delivery vehicles will turn around within the curtilage of the site with the inclusion of the new spaces.

Although the proposed development may not result in any significant increase in traffic generation or increased demand for parking, the proposed parking and turning areas still need to be capable of accommodating the typical delivery vehicles visiting the site.

I cannot fully assess the application due to lack of information.

Please ask the applicant to provide a more detailed plan of proposed access arrangements including proposed parking (including overspill parking) and turning arrangements (inc.delivery vehicles) at the site.

In the absence of the above I would recommend **refusal** for the following reasons:-

1. **Inadequate information has been submitted to show that the proposal is acceptable in terms of access arrangements.**
2. **Inadequate information has been submitted to show that the proposal is acceptable in terms of parking and turning arrangements at the proposed development site.**



Infrastructure and Planning Manager