

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0748 **Your Ref:** MP/P/2010/0748
Date: 10th September 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 339 500 31 Caia Road, Wrexham.

Development: Extension to existing veterinary surgery, staff accommodation and erection of 2 retail units.

I refer to your consultation dated 03/09/2010 in respect of the above.

The proposed development site is located on Caia Road which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph along this section given the geometry of the road.

Visibility from the existing / proposed access serving the development site appears adequate and complies with the requirements of Manual for Streets. However, full visibility is not always available at this access due to on-street parking along this section in the westerly direction.

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

The proposed retail units (approx. 196m²) intended for A1 – small shop usage would normally require 1 no. car space per 15m² gross floor space in accordance with LPGN 16. This would equate to the requirement for 13 no. spaces.

I understand that given the nature of the proposed residential units, it would be difficult to tie the units to the existing surgery. These units would therefore need to be considered in isolation. LPGN 16 would normally require a maximum of 7 no. spaces for the proposed dwellings. However, given the sustainable location of the site I would consider the provision of 1 no. space for each 2 bedroom dwelling and 2 no. spaces for the 3 bedroom dwelling to be adequate.

I understand that the veterinary surgery itself has 4 no. consulting rooms and 2 no. surgery rooms. Based on D1(a) – Medical Usage, LPGN 16 would normally require 2 car spaces per consulting room. There would also appear to be a 1 bedroomed flat above the existing veterinary surgery which would require 1 no. additional car parking space. I assume that this would therefore require a total of 13 no. spaces.

The proposed development site appears to accommodate a total of 20 no. parking spaces which is considered inadequate for such a development. I would recommend that the applicant submits a revised layout plan indicating the provision of a minimum of 30 spaces in line with LPGN 16 requirements.

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

I assume that both the existing veterinary surgery and proposed retail units will require deliveries which will involve vehicles such as box vans or similar visiting the site. Given the restricted layout of the site, it would appear difficult for such a vehicle to turn / maneuver within the site. I assume that the proposed retail units would also require a designated loading area to deal with deliveries. These facilities do not appear to have been demonstrated on the submitted layout plan.

I would recommend that the applicant submits a revised layout plan indicating the provision of a suitable turning area within the curtilage of the development site.

I would normally recommend that the application be **REFUSED** for the following reasons:-

1. **The proposed development does not make adequate provision for the parking of vehicles clear of the public highway.**
2. **The proposed development does not make adequate provision for the turning of delivery vehicles within the curtilage of the development site.**

However, if the applicant were to satisfactorily address the above issues, then I would recommend that any permission be subject to the following conditions:-

CONDITIONS

1. Parking provision at the proposed development site shall be in accordance with LPGN 16.
2. A suitable turning facility shall be provided within the curtilage of the development site to accommodate the turning movements of delivery vehicles.

REASONS

1. To provide for the parking of vehicles clear of the highway.
2. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.

Supplementary Notes

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

A handwritten signature in black ink, appearing to read 'M. Paul' or similar, written in a cursive style.

AP Operational Manager Traffic & Transportation